

Old Town North Parking Study

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City of Alexandria

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DC15-0011





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INTRODUCTION

The city of Alexandria is updating the 1992 Old Town North Small Area Plan, which includes approximately 200 acres and extends from Oronoco Street to the south, the base of Daingerfield Island to the north, the Potomac River to the east, and Washington Street generally to the west. This study includes a review of the transportation network and parking conditions in the study area and recommends strategies for managing parking, including consideration of land use changes proposed with the Old Town North Small Area Plan update. On-Street parking is currently managed with a combination of meters, residential permits, and time restrictions displayed with signage. This parking study includes a more thorough data collection plan providing insights into who is parking in the area and how long they are staying, in addition to the occupancy of on- and off-street parking, which has been documented in prior studies for specific development projects. We are hopeful that these additional data will lead to improved decision-making on parking management strategies for expected future growth.

The Old Town North Area is north of Old Town Alexandria and the main shopping street of King Street by about a quarter mile south, just under a half-mile from the Braddock Road Metro station and nearly a mile from the King Street Metro station. This area has distinct parking demand and experiences very different parking conditions from the adjacent shopping and tourist areas – residential- and employment-based parking represent the major elements of parking demand. Existing land uses include a mixture of multifamily and single-family housing, office, restaurants, neighborhood retail (mostly employment), and institutional uses. For the most part, existing uses are evenly distributed. Commercial employment tends to be heavily concentrated in key areas. Another key aspect of the Old Town North Area is the 25-acre PEPCO/NRG site, of which 20 acres is anticipated to be available potential redevelopment. **Figure 1** depicts the study area and **Figure 2** shows the existing land uses.



PROJECT DESCRIPTION

The purpose of this parking study is to assess existing conditions to determine whether there is sufficient parking supply in the Old Town North Area. Based on results of existing occupancy analysis, parking management strategies are presented as options for the City. As part of this parking study, detailed parking occupancy surveys were conducted at on-street and eight off-street parking locations identified by City of Alexandria staff.

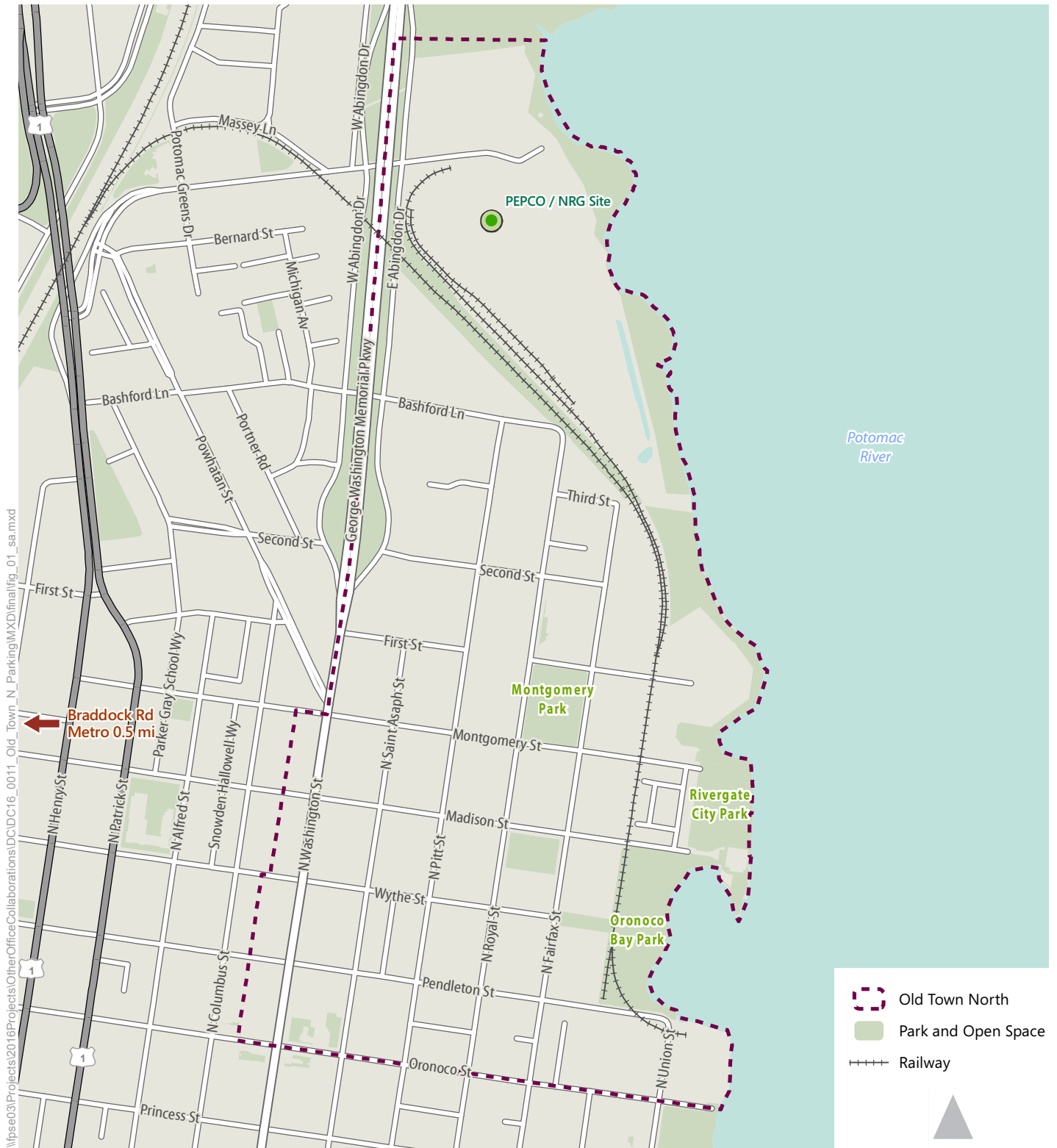


Figure 1
Study Area

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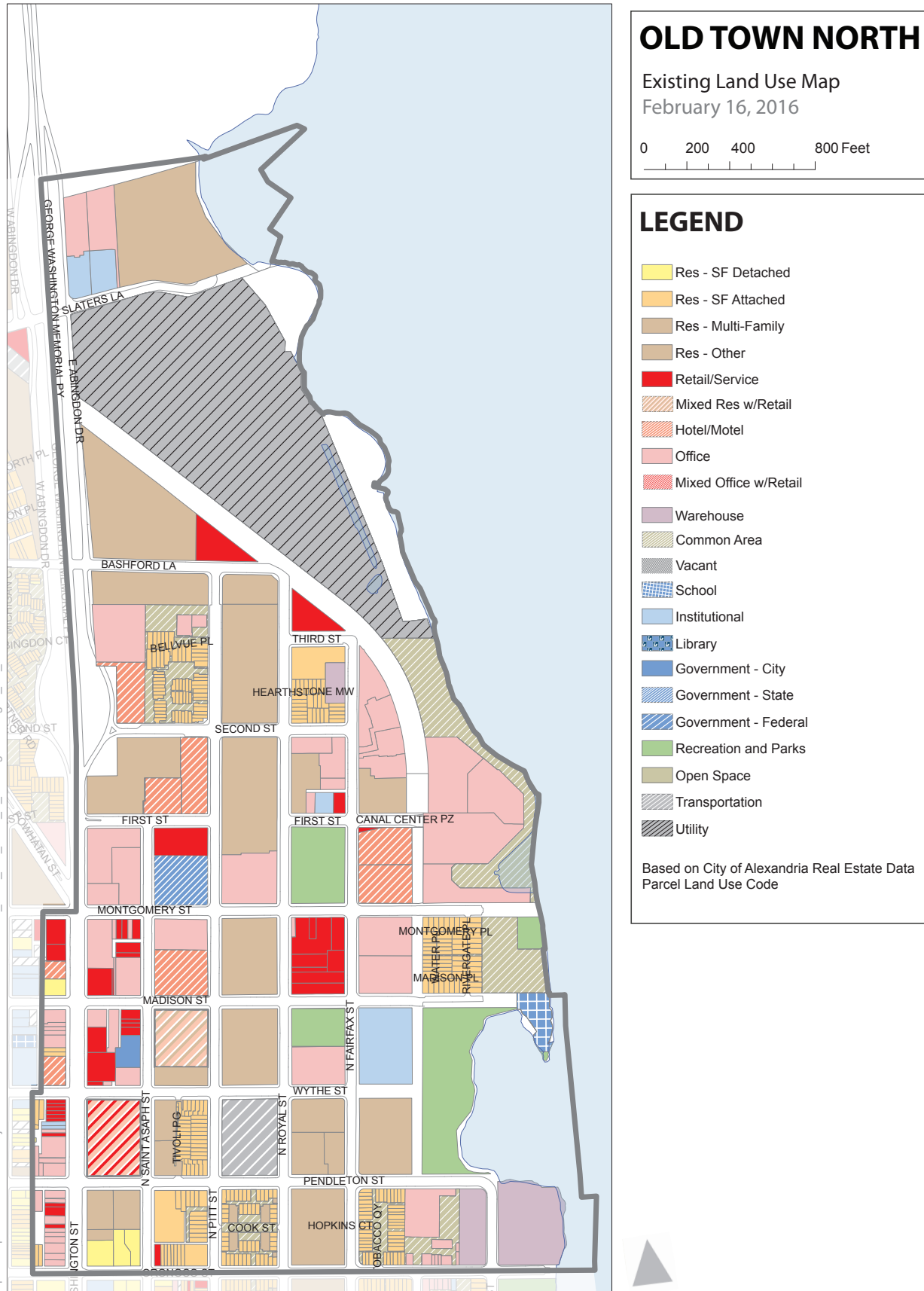


Figure 2
Existing Land Uses



ON-STREET OCCUPANCY

STUDY AREA

On-street parking occupancy analysis for the Old Town North Area included previously collected data from the years 2014 and 2015, as well as data collected in May 2016. Previously collected data from 2014 and 2015 was used from the following parking studies:

- Old Colony Inn (1101 N. Washington Street) Parking Study
- Edens (530 First Street) Parking Study
- Harris Teeter (735 N. St. Asaph Street) Parking Study
- Robinson Terminal North (500/501 N. Union Street) Parking Study

All locations, on- and off-street are identified in **Figure 3**.

DATA COLLECTION

The data collection plan, including methods, locations, and periods of analysis, were developed in coordination with City staff. On-street parking locations were surveyed during a typical weekday evening between 6:00 and 10:00 PM; a Friday evening between 6:00 and 10:00 PM; and a Saturday midday and evening between 12:00 PM (noon) and 10:00 PM. All data was collected while local schools were in session and outside of any special events within the Old Town North Area. A farmer's market occurred in the Montgomery Park parking lot during the typical weekday (Thursday) observation. On-street parking supply was included in this data collection effort, as well as a catalog of existing parking restrictions, by block, as shown in **Figure 4**. This is also provided in a table form in **Appendix A**.

Of the total 1,159 on-street parking spaces, approximately one-third in the Old Town North Area have unrestricted parking. Most of the Old Town North Area restricts parking to two hours or less, with a few blocks that limit parking to three hours. At present, there is one block of on-street parking, Fairfax Street between Canal Center Plaza (extension of First Street) and Montgomery Streets, which is metered and has the option for people to use the Pango App (<http://www.mypango.com/>) to pay for parking. Outside of this, parking is free throughout the Old Town North Area.



Additionally, there is a residential permit parking (RPP) program in the entire study area. District 9 encompasses almost all of the Old Town North Area, with a small sliver of District 2 south of Pendleton Street, and allows residents who purchase the permit to park on the street outside of any time restrictions that may exist on that block. RPP has existed in Alexandria since 1979. Since the year 2010, the fee per household for the residential parking permit is \$30 for the first vehicle, \$40 for the second vehicle, and \$100 for each additional vehicle. **Figure 4** illustrates the RPP boundaries for District 9, District 2, and District 3.



Figure 3
On-Street and Off-Street Parking Locations



EXISTING OCCUPANCY

On-street parking occupancy data is included by block in **Appendix B**. As an industry standard, 85% is generally considered “full,” as about 10% of parking is generally vacant while spaces turnover and an additional 5% accounts for the relative inefficiency of on-street parking, as it is difficult for drivers to know where there is available parking. For the Old Town North study area, observed peak parking occupancies are 72% of a typical weekday (occurring during the hour beginning at 6:00 PM); 52% of Friday (also occurring during the 6:00 PM hour); and 67% on Saturday (occurring during the noon hour). During the hour experiencing the highest occupancy, weekday 6:00 PM, there are 296 available parking spaces in the study area.

For the whole Old Town North Area, **Figure 5** (Figures 5A to 5C) illustrates the peak occupancy periods by block for weekday, Friday, and Saturday, respectively. The data shows that peak occupancy occurs on a typical weekday and Friday evening, between 6:00 and 7:00 PM. Peaking at this time of day likely indicates that most on-street parking demand comes from residents with some influence from retail within the Old Town North Area. The Saturday peak occupancy occurs at noon, and highest occupancies are on streets with retail frontage, indicating that this is likely a combination of residential- and retail-related parking. The blocks with high levels of occupancy experience recurring parking congestion, as most show high saturation during multiple days of observation.

For the block of North Fairfax Street between Canal Center Plaza and Montgomery Street, where metered parking exists, parking occupancies are lower than on other adjacent blocks. The peak occupancy on this block occurs during the hours from noon (12:00 PM) to 1:00 PM with only 33% of spaces occupied.

EXISTING RETAIL AREAS

Existing retail areas include two full service grocery stores, local restaurants, and neighborhood retail stores. Also of note is the Montgomery Center, which is home to a variety of restaurants, retail shops, art studios, and offices. Planning efforts to update the 1992 Old Town North Small Area Plan include plans to expand retail areas beyond these existing blocks as shown in **Figure 6**.

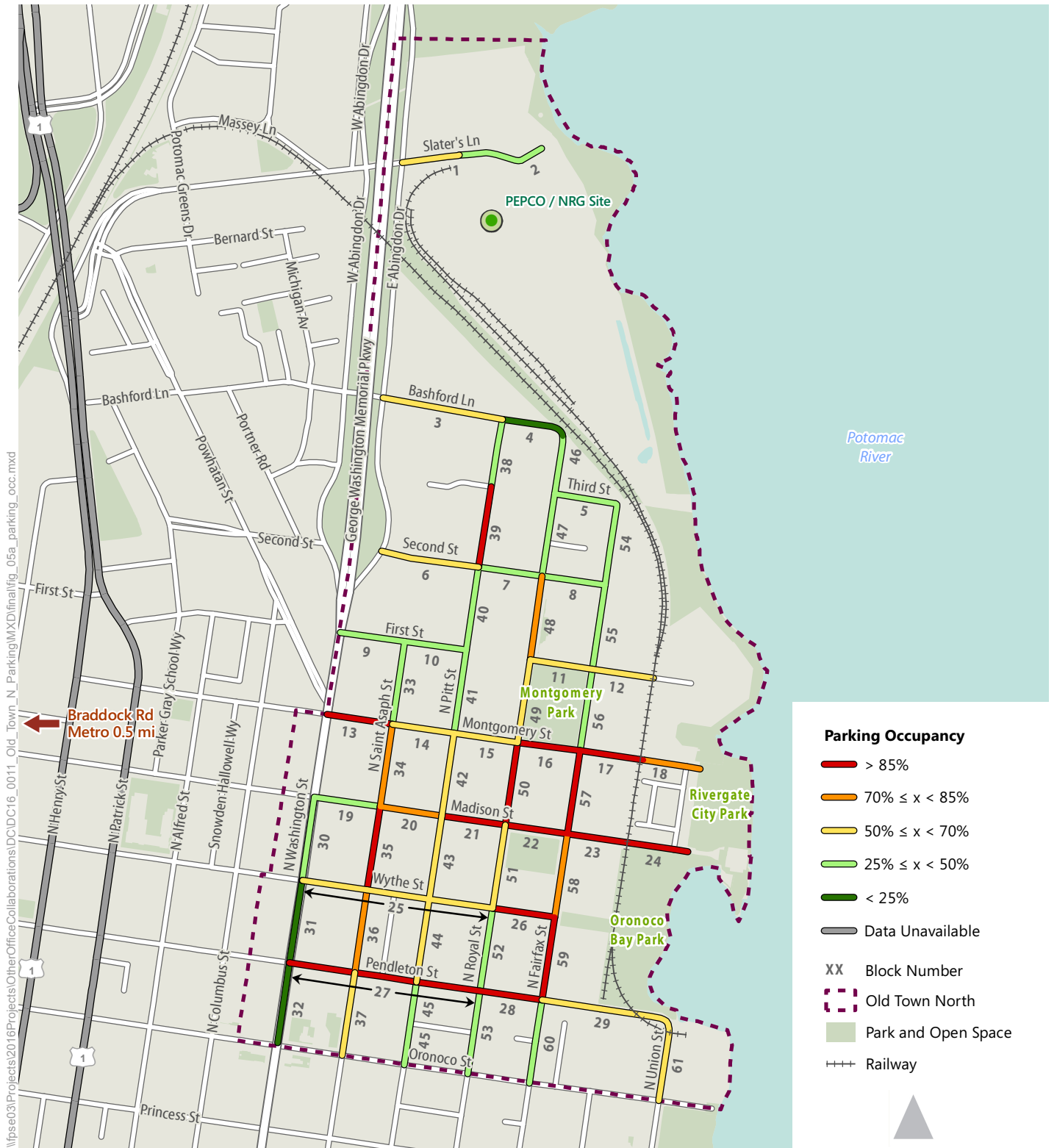


Figure 5A
Existing On-Street Weekday Peak Occupancy (6:00 PM)

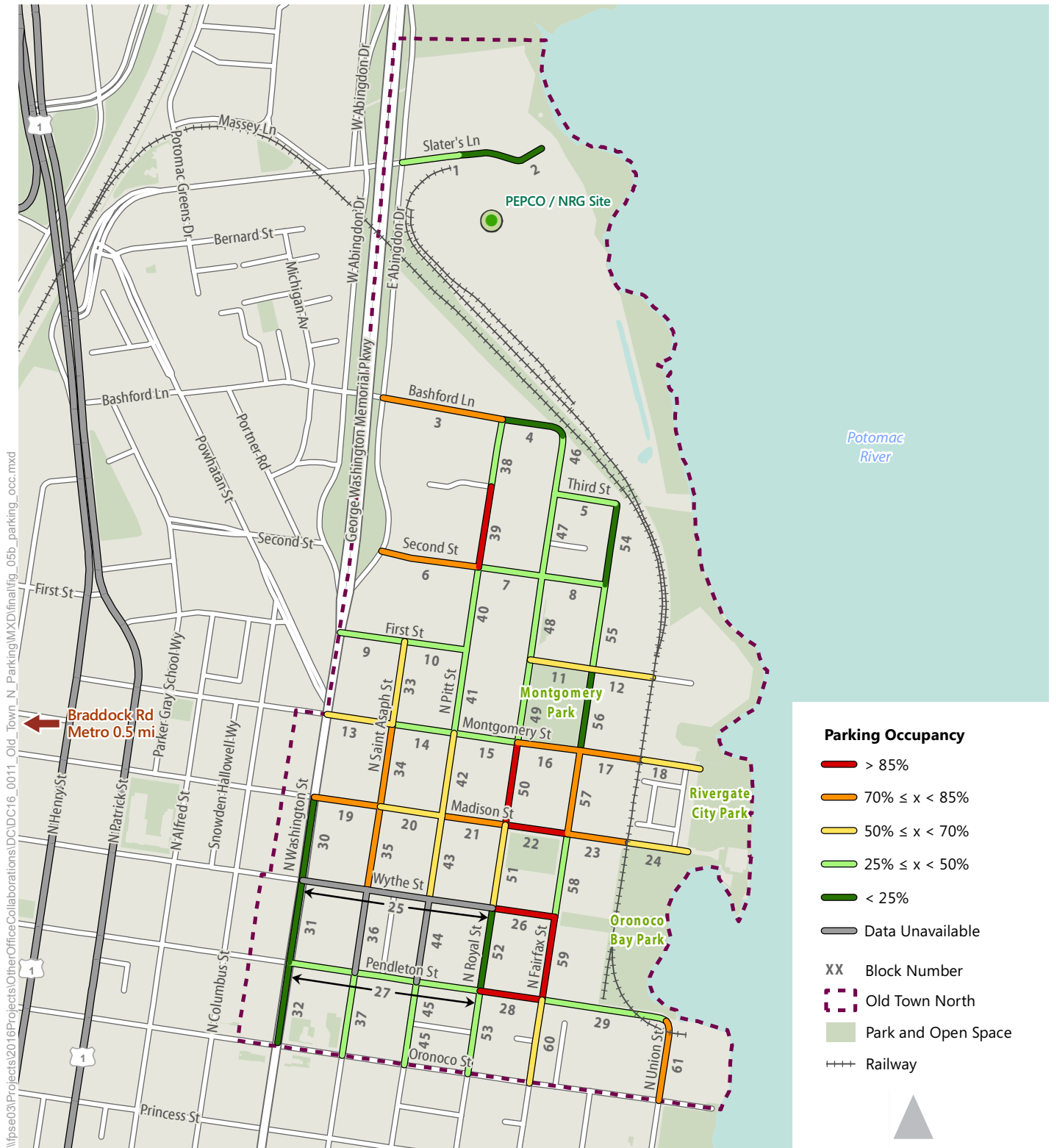


Figure 5B
Existing On-Street Friday Peak Occupancy (6:00 PM)

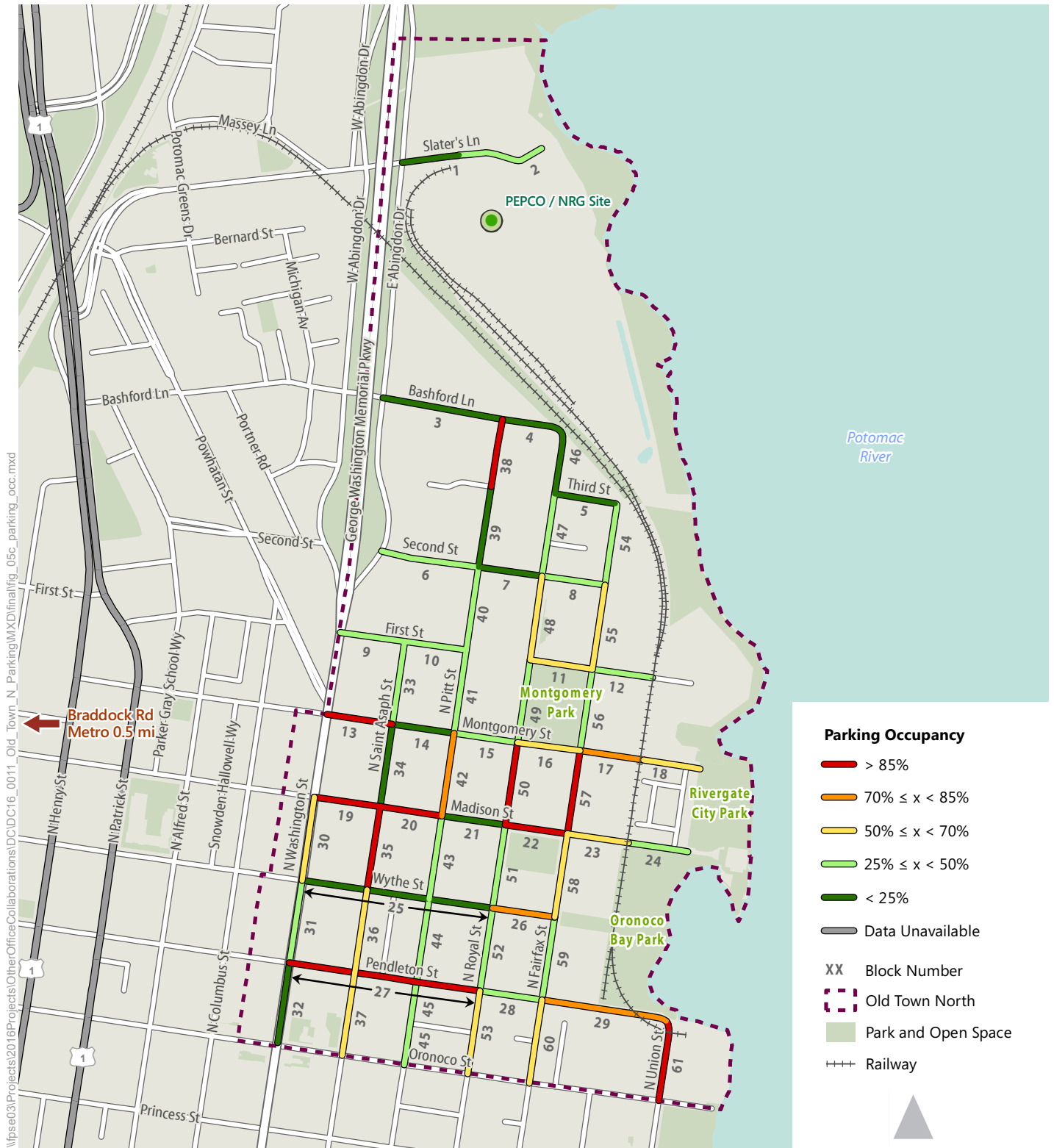


Figure 5C
Existing On-Street Saturday Peak Occupancy (12:00 PM)



Figure 6
Old Town North Plan Existing Retail Areas



TURNOVER ANALYSIS

Parking turnover analysis was conducted in the proposed retail corridor in order to assess the existing patterns of on-street parking and to determine potential for improved parking management strategies. Turnover data collection was conducted in hourly sweeps for a typical weekday between 8:00 AM and 6:00 PM. Unrestricted parking can encourage all-day parking and exists on about 50% of these blocks.

Figure 7 shows the average duration of stay and maximum duration of stay by block within the proposed retail corridor. The unrestricted parking on Madison, Montgomery, and North Royal Streets experience long average and maximum durations. **Figure 7** demonstrates a strong correlation between parking restrictions and duration of stay. The figure shows that half of the blocks with unrestricted parking experience average durations of four hours or more, and that blocks with some form of parking restriction see shorter parking durations and increased turnover. Also of note is that few residential permits were observed on blocks with unrestricted parking, which likely indicates that these spaces are occupied by employees and residents who have not purchased permits. **Table 1** summarizes the turnover analysis.



TABLE 1
SUMMARY OF PARKING DURATION IN THE PROPOSED RETAIL CORRIDOR

Road	From	To	Direction ¹	Duration (Hours)	
				Avg.	Max
N. Saint Asaph Street	Pendleton St	Wythe St	NB	1.8	5.0
			SB	2.8*	7.0*
N. Saint Asaph Street	Wythe St	Madison St	NB	1.5	3.0
			SB	2.6*	8.0*
N. Saint Asaph Street	Madison St	Montgomery St	NB	1.7	6.0
			SB	1.6	5.0
Royal Street	Madison St	Montgomery St	NB	4.0*	9.0*
			SB	4.4*	9.0*
Fairfax Street	Madison St	Montgomery St	SB	1.4	7.0
			NB	1.3	5.0
Montgomery Street	N. Saint Asaph St	Pitt St	EB	1.6	6.0
			WB	3.9*	9.0*
Montgomery Street	Pitt St	Royal St	EB	4.6*	9.0*
			WB	5.1*	9.0*
Montgomery Street	Royal St	Fairfax St	EB	1.8	5.0
			WB	1.9	8.0
Montgomery Street	Fairfax St	Mt. Vernon Trail	EB	2.0	9.0
			WB	1.7	6.0
Madison Street	N. Saint Asaph St	Pitt St	EB	1.4	3.9
			WB	3.9	5.0
Madison Street	Royal St	Fairfax St	EB	2.4*	9.0*
			WB	2.2*	6.0*

* - indicates segments which currently have no parking restrictions.

¹ Direction refers to side of the street, not direction of traffic. (e.g. - Montgomery Street is a one-way street, EB refers to south side of street and WB refers to north side of street.

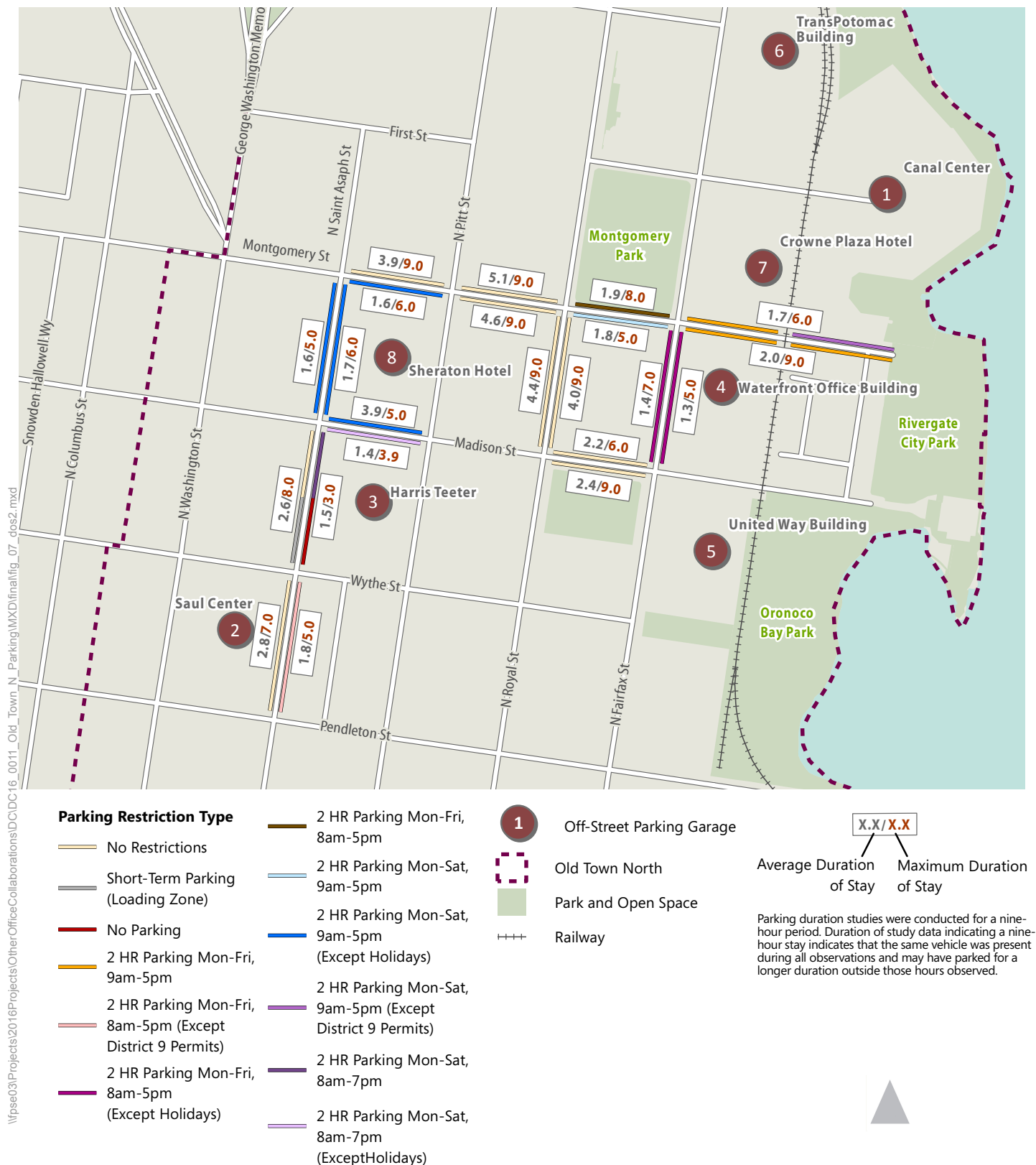


Figure 7

Old Town North Plan Existing Retail Areas -
Duration of Stay by Block in Hours (Weekday 8:00 AM-6:00 PM)



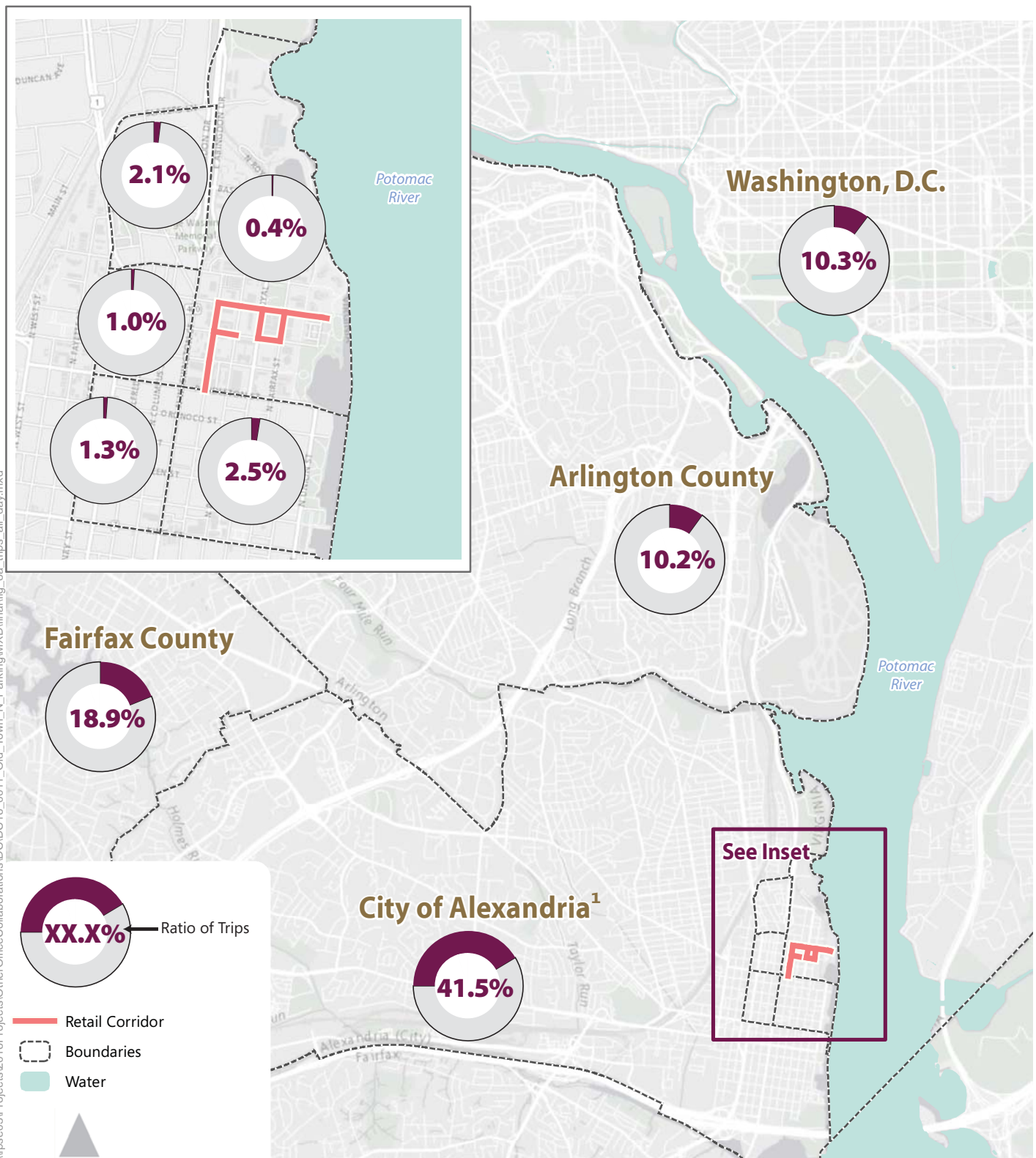
BIG DATA ON-STREET PARKING ORIGIN-DESTINATION ANALYSIS

Streetlight Data provides a broad range of travel pattern data for select study locations, which can be both an area and a road segment. Travel patterns are identified using cell phone and GPS devices, and can be joined with other data sources to estimate the characteristics and purpose of trips ending at on-street parking spaces in the study area. Streetlight Data goes through a process of removing personally identifiable information from data sets before transference so that the people whom the data describe remain anonymous. Metric results are provided with the following breakdowns: Average Day, Average Weekday, Average Weekend Day and various Day Parts. Trip Volumes are expressed as Streetlight Data Trip Index Values. These are not trip counts but rather a normalized value on an index that allows you to compare relative volumes.

In conjunction with City staff, a year's worth of Streetlight Data origin-destination data was collected based on a 10-zone structure to show the ratio of vehicle trips ending at on-street parking who arrive to the proposed retail corridor from neighboring and regional areas. Results for a typical weekday are shown in **Figure 8** (Figures 8A through 8D).

While approximately 50% of total on-street parking in the proposed retail corridor is occupied by vehicles that originate in the City of Alexandria (all-day, peak AM, mid-day, and peak PM day-parts), less than 10% of total on-street parking is occupied by vehicles originating within one mile of the Old Town North Area and less than 1% of the total come from within the Old Town North Area. The figures confirm what was observed during the turnover analysis, which is that a disproportionate number of people parking on the street in the proposed retail corridor are employees coming from outside the Old Town North area and are parking for long durations without consequence.

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Note: Remaining 11.8% now shown is the ratio of trips originating from outside of the four jurisdictions.

¹: Percentage does not include inset area.



Figure 8A
O-D Analysis to Retail Corridor - All Day

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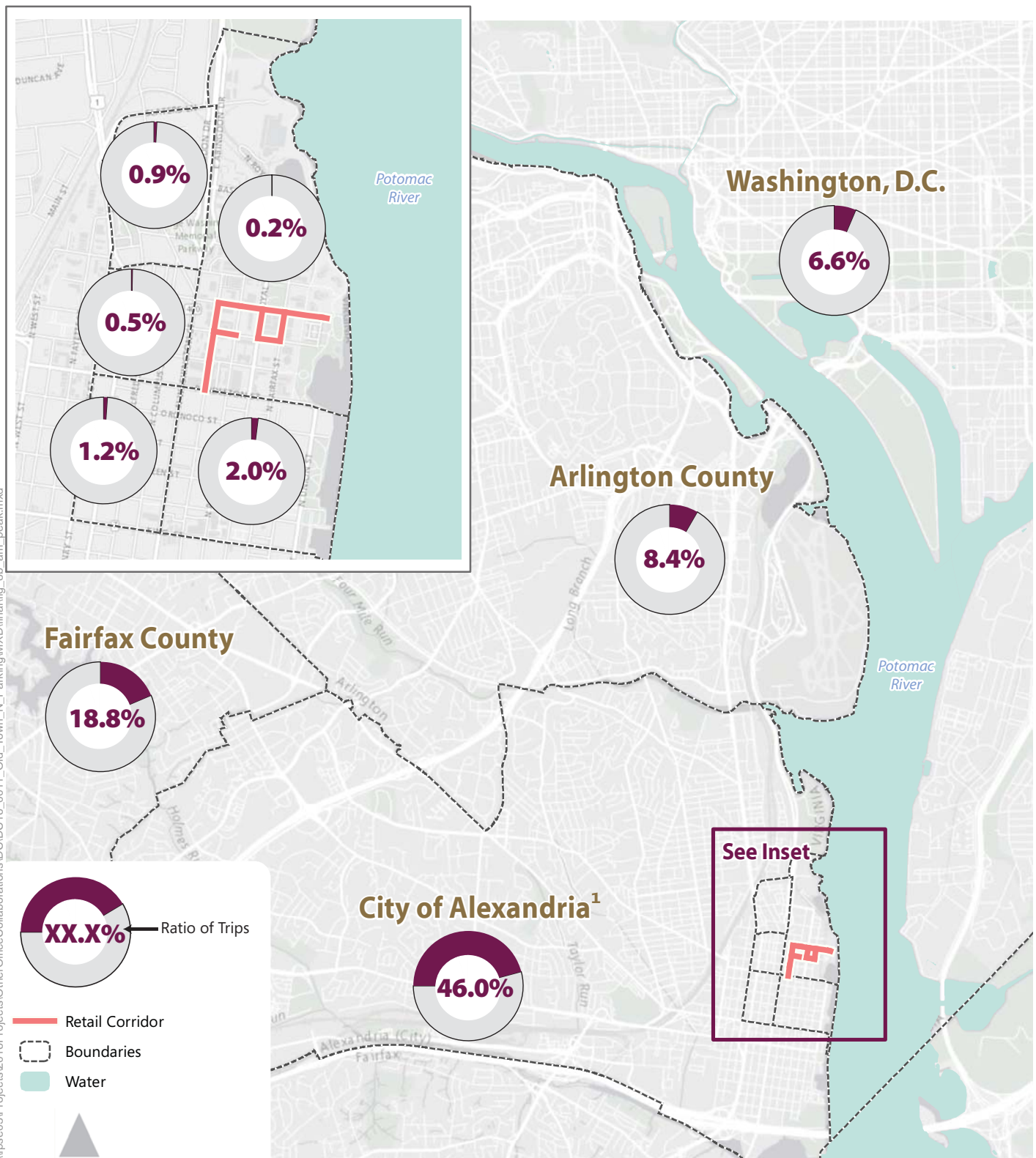


Figure 8B
O-D Analysis to Retail Corridor - AM Peak

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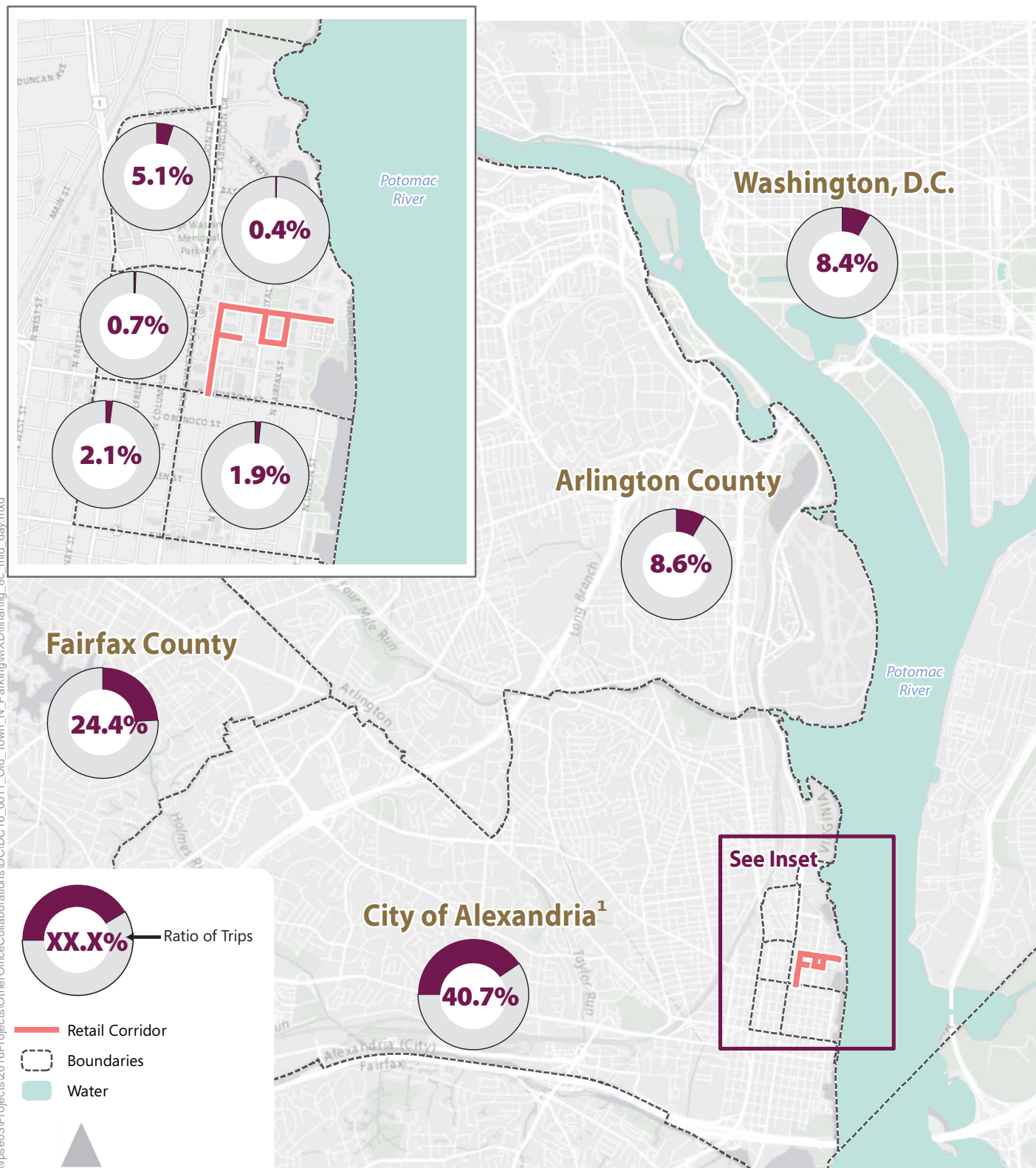
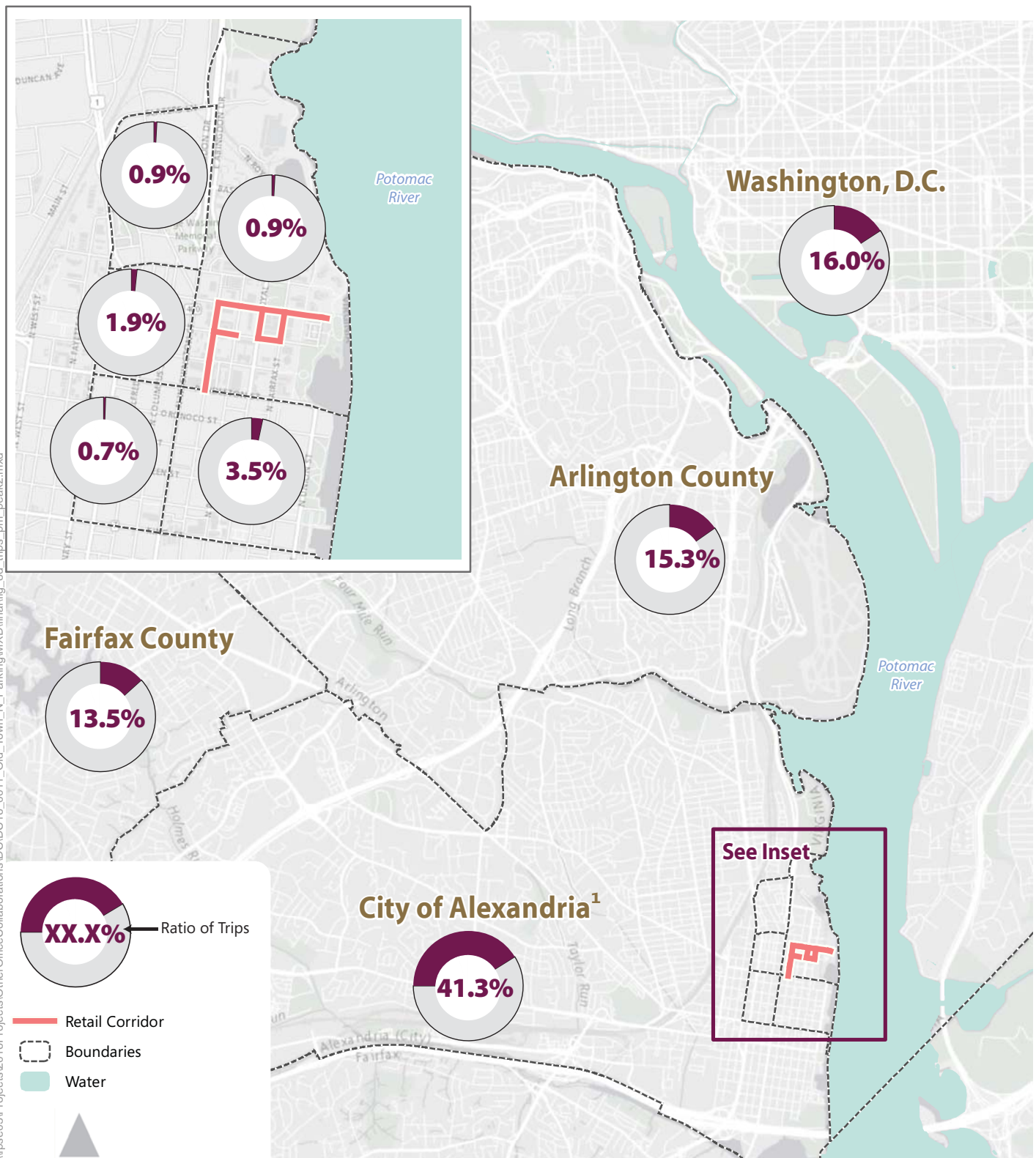


Figure 8C
O-D Analysis to Retail Corridor - Mid Day

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Note: Remaining 6.0% now shown is the ratio of trips originating from outside of the four jurisdictions.

¹: Percentage does not include inset area.



Figure 8D
O-D Analysis to Retail Corridor - PM Peak



OFF-STREET OCCUPANCY

STUDY AREA

Eight off-street parking garages were included in this analysis as identified by the City of Alexandria and are shown in Figure 3.

DATA COLLECTION

Off-street parking garages were surveyed for supply and occupancy during a weekday morning, between 10:00 AM and noon (12:00 PM); weekday evening, between 7:00 and 9:00 PM; Friday evening, between 7:00 and 9:00 PM; Saturday afternoon between noon (12:00 PM) and 2:00 PM; and Saturday evening between 7:00 and 9:00 PM. In total, 3,756 off-street parking spaces were surveyed. Note that the Canal Center was unavailable for data collection during some survey times and as a result some analysis periods lack data.

EXISTING OCCUPANCY

For the Old Town North Area as a whole, the off-street peak occupancy occurs on a typical weekday morning (11:00 AM to noon [12:00 PM]), indicating most parking demand likely comes from employees and retail. Overall, the area's peak occupancy falls well below 85% occupancy and indicates a parking surplus. **Figure 9** (Figures 9A through 9E) illustrates peak occupancy for individual garages and shows that no garage exceeds 85% occupancy during weekday, Friday, or Saturday peaks. Averaged across the study area, the peak occupancy of off-street parking is about 50% with almost 1,900 off-street spaces vacant. Off-street occupancy data is included in **Appendix D**.

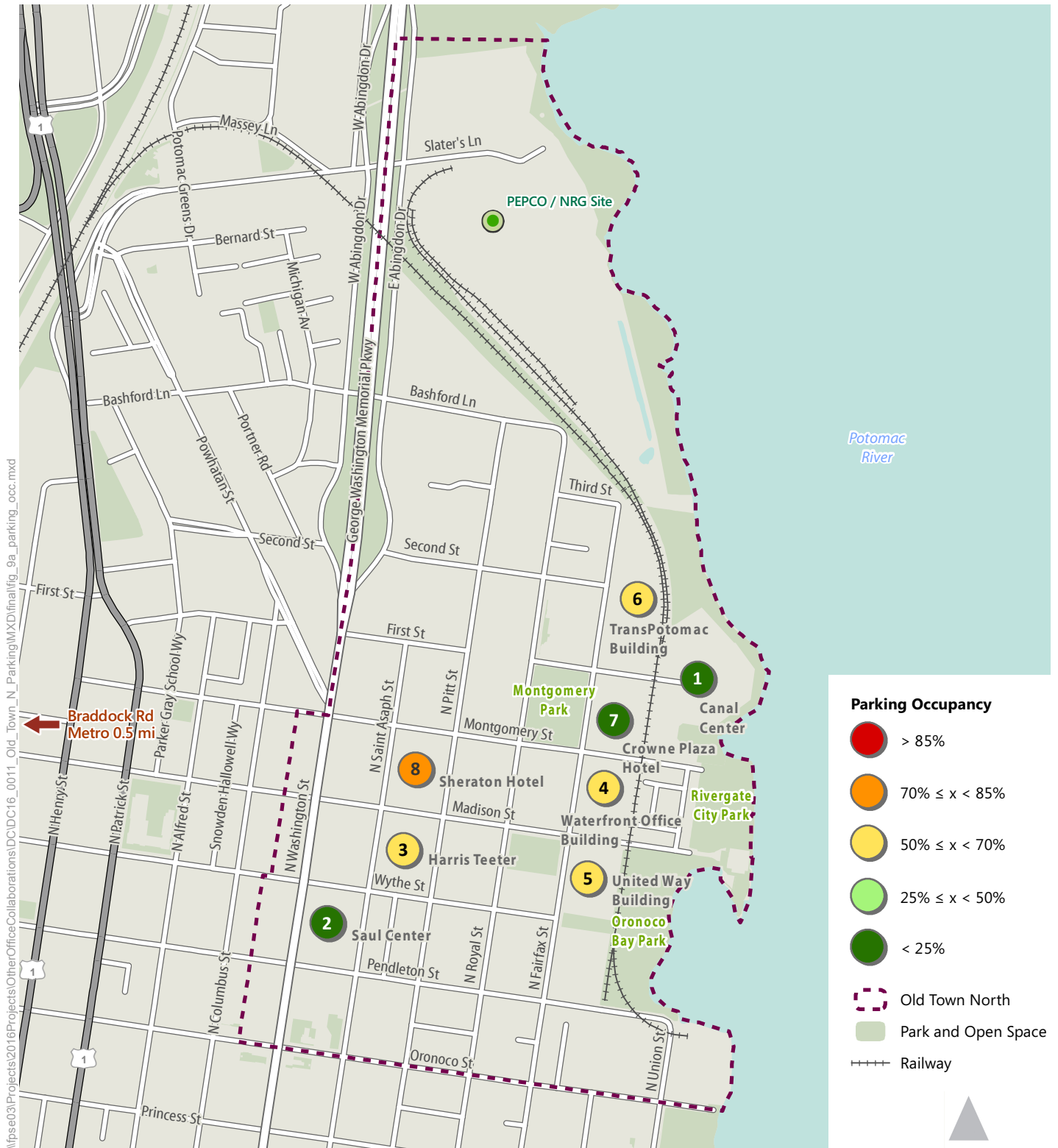
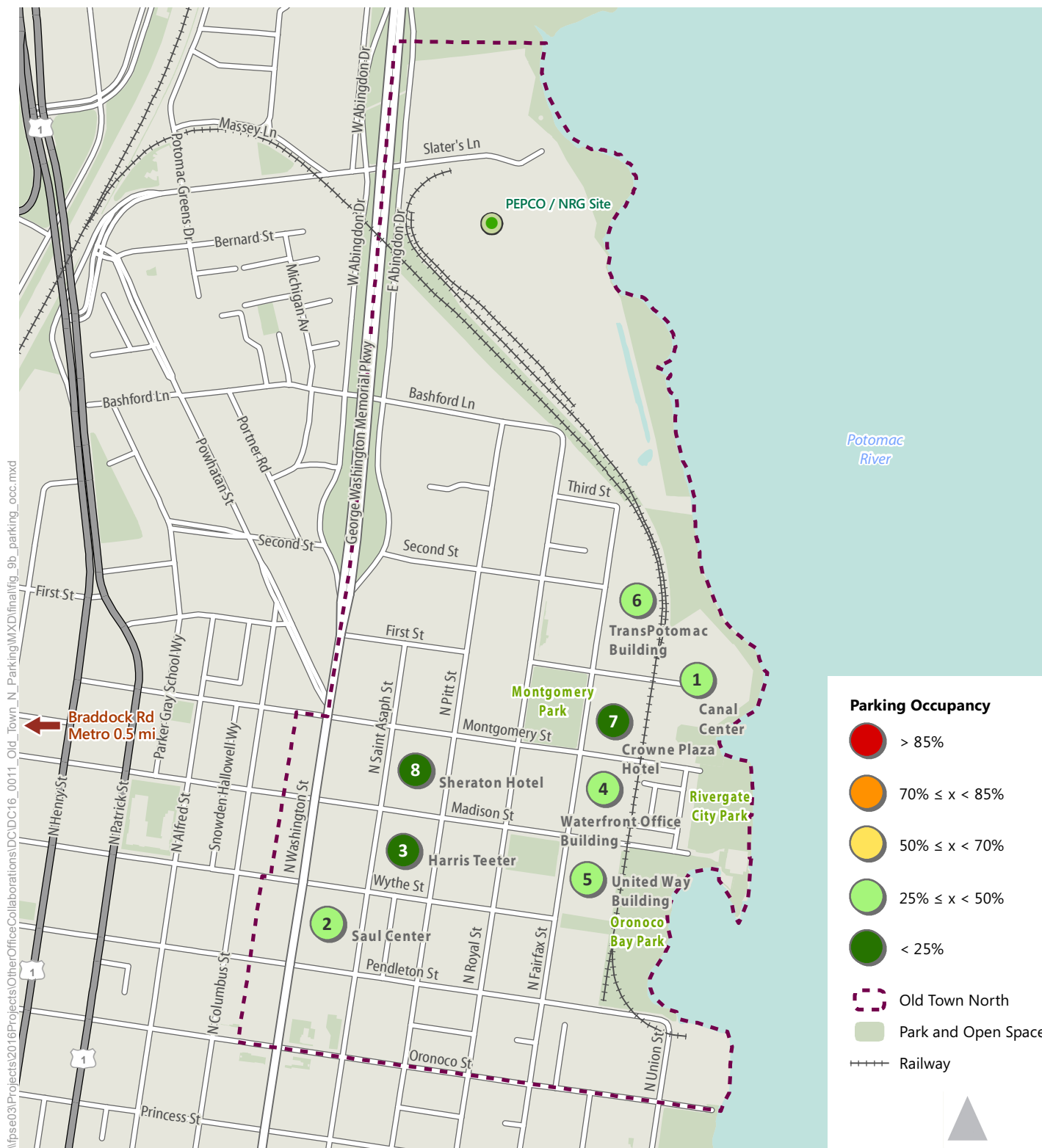


Figure 9A
Existing Off-Street Weekday Mid-Day Peak Occupancy (11:00 AM)



Existing Off-Street Weekday Evening Peak Occupancy (7:00 PM)

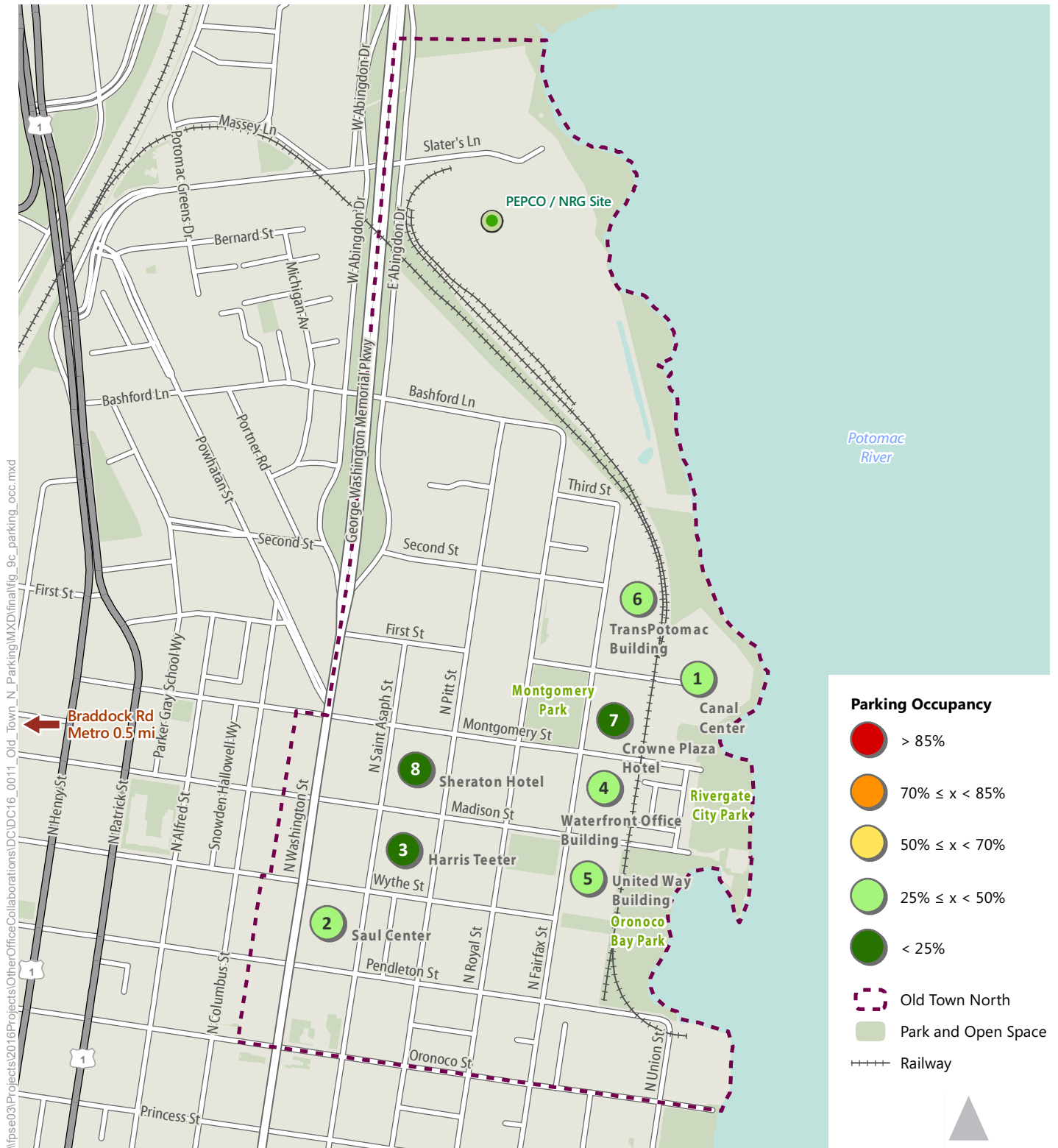


Figure 9C
Existing Off-Street Friday Evening Peak Occupancy (7:00 PM)

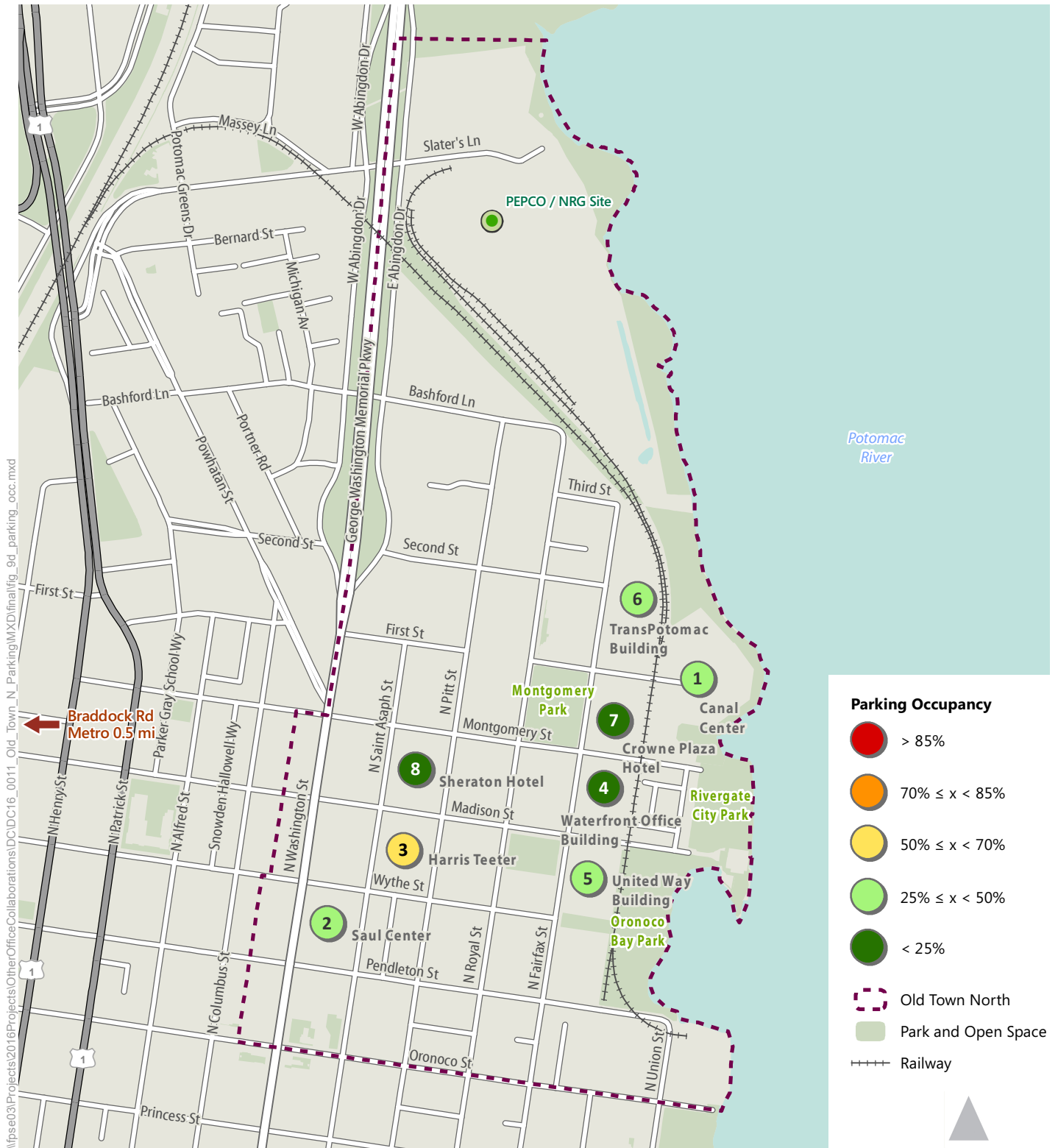


Figure 9D
Existing Off-Street Saturday Mid-Day Peak Occupancy (12:00 PM)

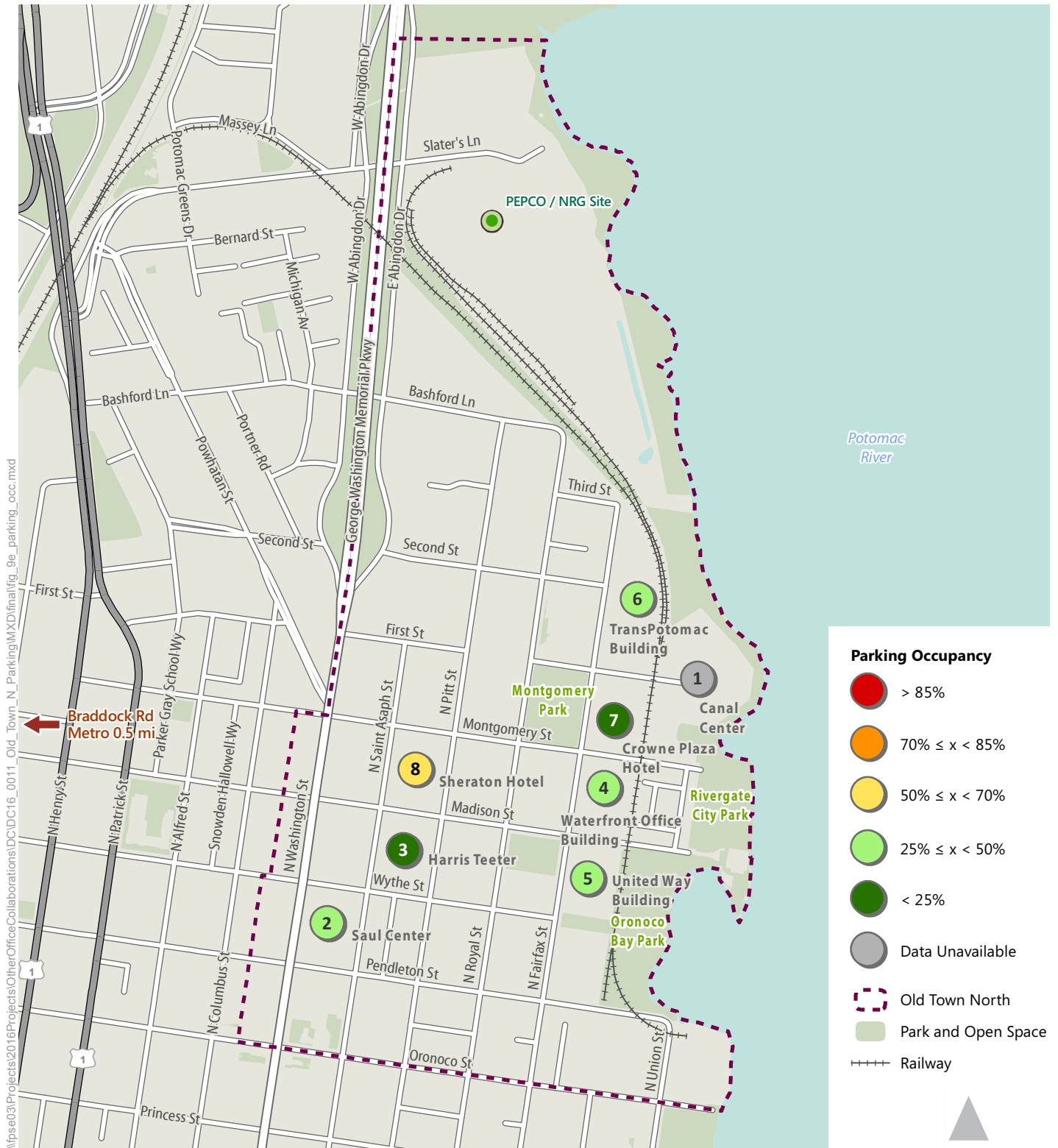
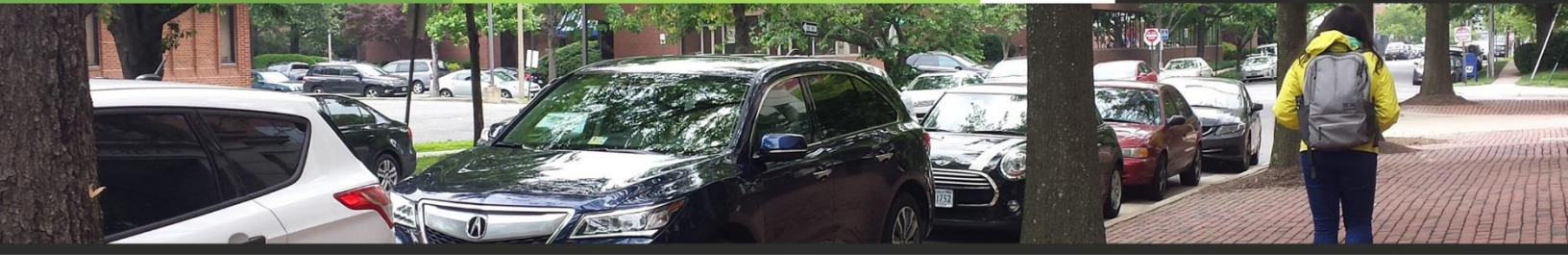


Figure 9E
Existing Off-Street Saturday Evening Peak Occupancy (7:00 PM)



PARKING MANAGEMENT STRATEGIES

A bi-product of a successful neighborhood, and especially a successful retail area, is demand for conveniently located on-street parking. On street parking in Old Town North is limited by the amount of curb space, and there are few, if any, opportunities to expand on-street parking supply. Lack of available on-street parking in several sporadic locations in Old Town North creates the perception that the area does not have a sufficient quantity of parking, when, in fact, there is a large supply of under-used off-street parking. This section describes various strategies to better manage parking infrastructure in the Old Town North Area.

TIME LIMITS, METERS, AND RESTRICTIONS

Charging users to park in less desirable off-street parking areas, while logical from the perspective of needing to fund their construction and operations, has the effect of further increasing demand for free on-street parking. Instead, demand for the most desirable on-street parking spaces can be balanced with the following:

1. Expand the number of blocks with time limits. Converting blocks that currently have unrestricted parking would effectively displace several hundred all-day parkers from parking on-street, forcing these users to park off-street, purchase residential permits (if eligible), park outside of the study area, or not travel to the area. If combined with enforcement, this would be an effective strategy for managing the overall on-street parking supply.
2. Install parking meters. For blocks experiencing high demand for short-term parking, the only effective means for managing demand is to charge for parking. Charging for parking has the effect of displacing a portion of the demand for premium parking spaces to adjacent areas without parking charges. For people parking for relatively short durations, the fee is less of a deterrent than the inconvenience of needing to have coins to feed meters. Installation of meters or pay stations capable of accepting credit cards can lessen concerns about parking fees.
3. Vary the price of parking based on demand. Dynamically priced parking involves parking fees that are varied based on demand and availability. The parking availability is continuously monitored and parking pricing is used as a means to influence travel and parking choices and dynamically manage the traffic demand. Many municipalities establish the on-street parking rate



by observing parking occupancies, essentially increasing fees when occupancies are greater than 85% and decreasing them when they are less. This creates disparate parking fees, which can be confusing for users, but it also creates a condition where people can reliably find a parking space on every block.

IN-LIEU FEE PROGRAM

In-lieu fees may be used to finance the construction and management of parking spaces in centrally located public garages that serve various developments. The developer agrees to pay the approving body a sum for each space eliminated with the understanding that it will be used to construct public parking off-site for the greater area. In some cases the revenue can be used to finance publicly accessible parking spaces in appropriate private garages. These fees allow consolidation of parking spaces and maximization of parking use. In-lieu fee programs typically start with policy provisions in a jurisdiction's zoning ordinance, and case studies described later in this chapter include an example of this from Fairfax County, VA and from Montgomery County, MD.

UPDATE PARKING REQUIREMENTS

As travel behavior changes, car-sharing and improvements to pedestrian, bike, and transit service reduce the demand for parking at developments. In setting commercial parking standards, planners typically use generic standards that apply to general land use categories, but minimum standards can be made more context-specific. Adjusting commercial parking requirements downward to reflect realistic demand helps reduce the total cost of development, particularly in urban areas. In contrast to generic minimum commercial parking requirements, maximum limits restrict the total number of spaces that can be constructed rather than establish a minimum number that must be provided. Enacting commercial parking maximums can result in parking supply meeting demand by using shared parking calculations. Again, implementing this strategy typically starts with policy provisions in a jurisdiction's zoning ordinance, and case studies described later in this chapter include an example of this from Fairfax County, VA. The City of Alexandria's recent update to the multifamily residential parking standards includes parking maximums as a first step towards right-sizing development in the Old Town North Area.



SHARED PARKING

Shared parking programs take advantage of different land uses' parking demand patterns to meet community parking needs in the most efficient way. Shared parking programs achieve these efficiencies by building the smallest number of parking spaces necessary to meet the parking requirements of diverse users in urban settings, and by making parking available to multiple users in common facilities. At a cost ranging from \$15,000 per space for surface to \$45,000 per space for below-ground structured parking, there are significant benefits to efficient use of parking, both in terms of cost to the City to build spaces and costs to meet off-street parking requirements with new development.

SHARED PARKING BEST PRACTICES

After a literature review of numerous sources documenting the policy and planning motivations of shared parking, several key areas of best practice stand out.

1. Clearly define shared parking program purpose (e.g., conserve municipal resources, reduce cost burden on new development for a public purpose, reduce parking lot footprint/create more walkable urban areas, etc.)
2. Communicate frequently with stakeholders to communicate program objectives, understand competing stakeholder goals, highlight hot-button issues, and identify opportunities to meet needs
3. Clearly define maximum distances parkers will need to walk to find parking, and make connections within the local walking environment
4. Draft municipal ordinances to formally establish authorities and obligations
5. Prepare shared parking programs with pricing consciously in mind, recognizing that different classes of parkers have different expectations about parking pricing
6. Use most detailed peak rate parking ratios possible, by hour and specific land use
7. Use locally-specific data to supplement handbook-based approaches
8. Reflect the impacts of shared parking district-level transportation demand management (TDM) programs
9. Provide for visitor/customer wayfinding



SHARED PARKING ANALYSIS

Parking occupancy observations made during this study show almost 1,900 regularly unused parking spaces in Old Town North parking structures. In addition, there are 347 on-street parking spaces that are regularly unused. In total, there is an existing parking surplus of 2,325 spaces. New development in the Old Town North Plan Area between 2016 and 2025 will increase private parking supply in the area commensurate with parking zoning code requirements. As shown in **Table 2**, the growth expected – with present parking standards – is likely to include provision of an additional 4,889 off-street private parking spaces in the Old Town North Plan Area.

TABLE 2
NET INCREASE IN LAND USE AND PARKING 2016-2025

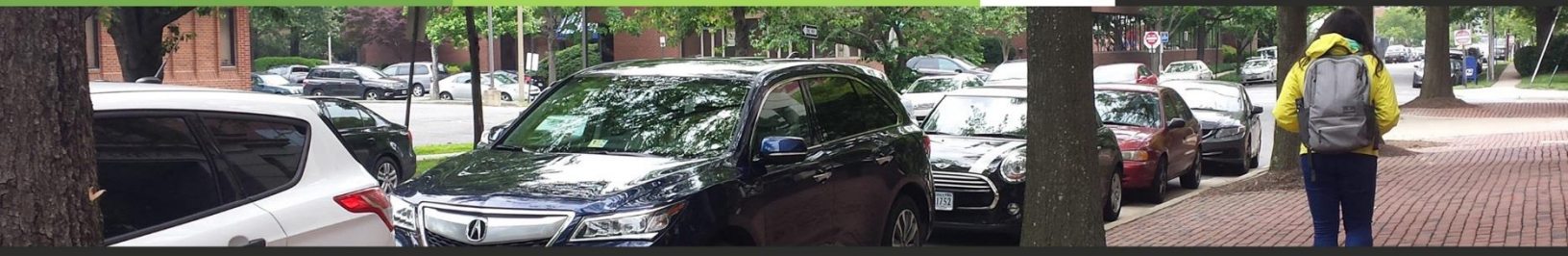
	Net Increase in Land Use ¹ (2016-2025)	Existing Parking Requirement	Net Increase in Parking Spaces (2016-2025)
Apartments	1,746 DU	1.75 spaces / DU ²	3,056
Townhomes	99 DU	2 spaces / DU	198
Office	395,866 SQFT	2 spaces / KSF	792
Retail	155,837 SQFT	4 spaces / KSF	623
Hotel	207 rooms	1 guest space / room 1 employee space / 15 rooms	221
Total Net Increase in Off-Street Parking (2016-2025)			4,889

Notes:

DU = dwelling units SQFT = square footage KSF = 1,000 square feet

¹ – Net Increase in Land Use assumes 50% build-out of the PEPCO/NRG site during this period.

² – Multi-family parking requirement was estimated based on the criteria from the multi-family parking requirements in the Zoning Ordinance.



Background Urban Land Institute's Shared Parking

The Urban Land Institute (ULI) sponsored a national study in 1984 that established a basic methodology for analyzing parking demand in mixed-use developments and developed averages for parking rates by land use. Fehr & Peers staff was involved in the 2004 update of this national study sponsored by ULI to create the *Shared Parking, Second Edition*. In the shared parking methodology, the base parking rate and daily/hourly/seasonal patterns for each land use are established, and then the overall parking demand is calculated by taking into account the unique travel characteristics of the project being analyzed.

The Fehr & Peers DC shared parking model estimates shared parking demand in a plan or project area. The model uses base data developed by the Urban Land Institute's (ULI) Shared Parking Study related to patterns of parking demand – by month, day, and time of day, and for residents, employees, customers, and visitors – for each of 25 different residential, office, retail, and service land use types. For a deeper understanding of the potential for shared parking in the Old Town North Area, land use inputs for 2016 Base Year development and for growth expected between 2016 and 2025 were used in the model to estimate the amount of peak demand for parking in the Plan Area for weekdays and weekends.

The shared parking analysis summarized in **Table 3** shows that while the net increase in land use will require 4,889 new parking spaces, it will generate demand for just under 4,500 parking spaces. This results in a parking surplus of almost 400 spaces, and a cumulative 2025 parking surplus just over 2,700 spaces. This indicates that the City's should consider revising their commercial parking standards in order to right-size their future development. If the City of Alexandria were to consider a more aggressive reduction to their minimum parking standards for commercial land uses, for example by requiring three spaces per 1,000 SQFT instead of the current four spaces required, this would reduce the future supply by approximately 155 spaces. While this would slightly reduce the over-supply of parking, the total parking surplus would remain greater than 2,500 spaces, as shown in **Table 3**.



TABLE 3
SUMMARY OF PARKING SUPPLY AND DEMAND

	Existing		Net Increase (2016-2025)		Expected 2025		Expected 2025 w/ Reduced Commercial Code	
	Supply	Demand ¹	Supply ²	Demand ³	Supply	Demand	Supply ⁴	Demand
Off-Street Parking ⁵	3,756	1,778	4,889	4,494	8,645	6,272	8,490	6,272
On-Street Parking	1,159	812	N/A	N/A	1,159	812	1,159	812
Total	4,915	2,590	4,889	4,494	9,804	7,084	9,649	7,084
Parking Surplus	2,325		395		2,720		2,565	

Notes:

¹ – Existing Observed Demand for weekday evening

² – Required increase in parking supply calculated based on existing parking standards for Old Town North Area.

³ – Predicted Demand calculated from shared parking model

⁴ – Calculated with a retail parking standard of three spaces per 1,000 SQFT as opposed to four spaces.

⁵ – Existing Off-Street parking supply is based on the eight garages that were surveyed. Additional off-street parking exists in the study area.

SHARED PARKING CASE STUDIES

Shared parking programs take a variety of forms depending on the geographic scope of programs. Programs can cover an entire planning area and encompass parking district-level shared parking solutions; they can apply to parking internal to a private, mixed-use development; or they can be locally specific programs that target specific opportunities, such as pronounced parking space under-utilization in already built parking lots. The following case studies provide a snapshot of these types of programs.

Appendix E includes sample shared parking agreements as examples of partnerships between a public agency and a private parking garage owner and of a partnership between a private parking garage owner and individual tenants.



Montgomery County, MD

Montgomery County has four parking benefit districts in Bethesda, Montgomery Hills, Silver Spring, and Wheaton. This is a long-term strategy to offer parking as a shared resource to manage parking demand. These programs have helped promote mixed-use in-fill development around transit and they present information to lenders on the availability of parking. This is important because financial lenders often withhold financing or give poor lending terms if they perceive that a development is not viable because it lacks parking.

The parking benefit district in downtown Silver Spring allows developments to reduce their minimum parking requirement by paying a set fee per space, currently \$18,500 per space, in lieu of building the space. Particularly for smaller parcels, where building parking frequently requires structured or underground parking, paying the in-lieu fee can represent a significant savings to the cost of new development.

In addition, Montgomery County levies an ad valorem tax, generally \$1 for every \$100 of assessed value, on any property in a parking benefit district used for commercial, industrial, or general business purposes. This money goes into a fund to pay for the construction of public parking in the parking benefit district. The development can earn an exemption from part or all of this tax depending on how much of its minimum required parking it builds on-site. The county stipulates that in order to be eligible for the exemption, the parking must be available to the public.

These policies have two effects: the first is that no matter which option a developer chooses, some form of publicly available parking is constructed; and the second is that paying the in-lieu fee has tended to be the more economical option for developers. This gives the County the flexibility to build its own parking in a way that can benefit the entire district, instead of a single development.

Fairfax County, VA

Fairfax County's zoning ordinance includes progressive provisions for off-street parking requirements throughout the entire County, and also within Community Business Centers which have additional provisions.

The ordinance allows for reduced parking requirements by including language for the approving body to reduce the total number of parking spaces required for a development when the applicant has



demonstrated that fewer spaces than those required will adequately serve two or more uses. The number of required off-street parking spaces may also be reduced when the developer demonstrates that the demand for the parking spaces is eliminated due to a close proximity to mass transit or bus service, and as long as the reduction will not result in any overflow parking impacts.

The zoning ordinance allows for in-lieu fees from developers to satisfy off-street parking requirements. It states that the approving body may waive the requirement that all required off-street parking spaces be located on the same lot provided a series of conditions are met, including that the developer agrees to pay to the County a sum for each space eliminated (a sum set by the County's annually adopted schedule), and that the County has plans to build a public parking facility in the immediate area of the request.

The zoning ordinance from Fairfax County is included in **Appendix E** as an example.

South San Francisco, CA

The neighborhood immediately around the South San Francisco Caltrain, a major commuter heavy-rail system, station is dominated by automobile infrastructure. As part of the South San Francisco Downtown Specific Plan, the City reviewed existing parking regulations and conditions; described parking program best practices, including shared parking; and measured existing and estimated future parking demand. The subsequent update to their parking standards allowed for the Planning Commission to review any request for a reduction in the number of required parking spaces and to determine whether there is sufficient parking with the Downtown Parking District to accommodate the proposed use.

The City reduced their parking standards to one space per dwelling unit for development within the District in recognition of:

1. The public benefit of workforce housing and the need for increased density to make the development affordable for rent restricted units
2. The site's proximity to transit and retail and services in downtown
3. The proximity to the City's existing public parking structure

This shift in policy also included a shared parking standard such that where a shared parking facility serving more than one use is provided, the total number of required parking spaces may be reduced up to 50% with a Conditional Use Permit so long as the following conditions apply:



1. The shared-parking-based peak hour of demand will be less than the total supply
2. If the Chief Planner requires a parking demand study, the study shall be prepared by an independent traffic engineering professional approved by the City
3. In the case of a shared parking facility that serves more than one property, a parking agreement has been prepared consistent with the provisions of Off-Site Parking Facilities

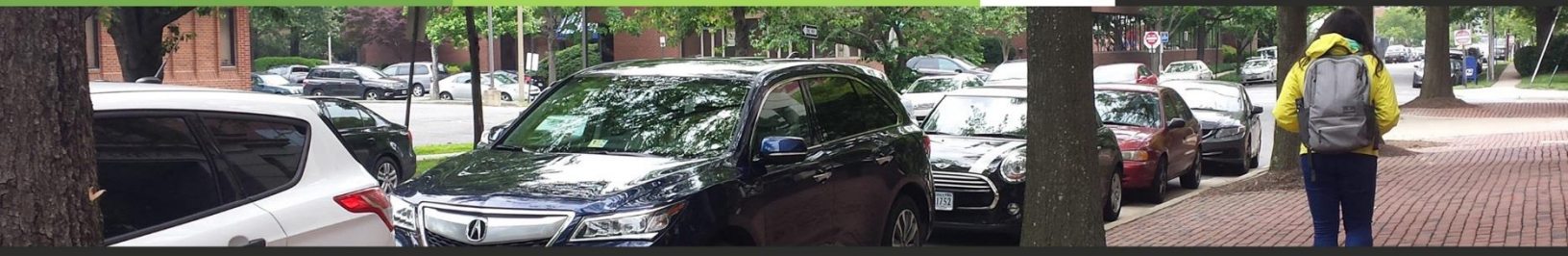
Falls Church, VA

As part of discussions to expand and improve the City of Falls Church Mary Riley Stiles municipal library, a related proposal to build a new 109-space public parking deck near the Library has been aired. The contemplated parking deck has been estimated to cost upwards of \$3.4 million to construct. In combination with the expected \$8 million cost of the library upgrade, the parking deck costs could be expected to strain City resources.

To explore the potential for shared parking as an alternative to this large capital investment, City staff initiated a literature review of best practices in shared parking, conducted counts of parking use in nearby private parking lots, and reviewed existing information and plans related to parking in the City Hall Campus area. This analysis produced the following results:

1. It is estimated that an additional 10 permanent off-street parking spaces are needed to meet parking demand at the expanded Library
2. During construction of the new City Hall parking garage from 2017 to 2018, the number of spaces available at City Hall itself will be temporarily reduced, necessitating a need for additional 20 parking spaces during the construction
3. Even at peak use, private spaces in nearby parking lots are no more than 65% occupied, and there are 184 spaces currently available
4. Based on a review of other communities, it is expected that the necessary parking spaces could be leased for an annual cost of \$365 per space. The cost to meet the need for an additional 30 parking spaces is estimated at approximately \$11,000 to lease during the first year

Because of the magnitude of the new library's estimated cost, the project is on a path to being placed on the November ballot for a city-wide bond-funding referendum. It is not a certainty that the library referendum will be approved by voters so the City has not taken the immediate next steps of approaching property owners to initiate conversations about shared parking programs, or any of the other related



specifics that shared parking program development would require. That said, work prepared by staff has identified shared parking as a cost-effective, viable near-term alternative to meeting library-related parking needs.

Tysons Corner, VA

In 2014, Fairfax County – in recognition of the need for enhanced public parking for access to carpool, vanpool, and public transportation service – concluded an agreement with WRIT, LP to lease 100 spaces at an underutilized parking garage at 7900 Westpark Drive in Tysons Corner near the Tysons Corner Metrorail station and the intersection of the Capital Beltway/I 495 with Virginia Route 123/Chain Bridge Road.

Instead of the County paying a set price, the agreement permits pricing to be set by the parking lot owner (WRIT, LP) at its discretion for parking between 5:00 AM and 8:00 PM during regular weekdays, and assigns mutual responsibilities as follows:

- Garage maintenance and operation to be the responsibility of WRIT, LP
- Notifying the public of parking space availability and pricing to be the responsibility of Fairfax County
- Off-site signage to be the responsibility of Fairfax County, but in coordination with WRIT, LP

In effect, the owner of the parking garage with surplus parking spaces agrees to make private spaces available to the public on certain terms in return for the County advertising the availability of those spaces.

The agreement between WRIT, LP and Fairfax County was to be effective for a period of 18 months, with cancellation upon 90 days prior notice by either signatory to the agreement. Additionally, the agreement was conditioned on office occupancy in the attached office building remaining below 70%. An occupancy rate above 70% would trigger shared parking agreement termination steps.



ENFORCEMENT

In order for parking management practices to work optimally, parking regulations need to be regularly enforced. This can be a time-intensive effort and, depending on the agency responsible for enforcement and the relative priority of parking enforcement, can often be under-staffed. There are new technologies, such as automatic license plate recognition (ALPR), that can streamline the enforcement process and provide other benefits. ALPR devices can be mounted to enforcement vehicles or a standard police vehicle and allows recording of license plate numbers. This data can be used to determine duration of occupancy, a much faster process than the traditional chalking of tires or manual recording of license plate numbers, and because license plates are matched in a database, it can also identify people who are avoiding time restriction violations by moving their cars throughout the day. Some jurisdictions have also used the license plate data to check against stolen vehicles and for other criminal enforcement.

IMPROVE USER INFORMATION

Successful wayfinding can overcome the perception that parking is not readily available in the area. Good signage can direct parkers quickly and efficiently to available spaces. This strategy works as a complement to other parking management strategies and is not a single solution to managing the supply. Sometimes, the solution is as simple as providing information about space location and availability.

Dynamic wayfinding is the more complex practice of providing real-time parking related information to travelers associated with space availability and location so as to optimize the use of parking facilities and minimize the time spent searching for available parking. Jurisdictions might use a combination of parking sensors, smartphone applications, and/or a real time parking information web-site to communicate parking related information to travelers as circumstances change.



PARKING MANAGEMENT RECOMMENDATIONS

The following parking management recommendations are options which Fehr & Peers DC suggests the City consider based on best management practices described above. Before inclusion in the Old Town North Plan Area update these recommendations and implementation details will need to be carefully reviewed with specific determinations made by City staff based on political and financial implications.

Parking demand analysis for the Old Town North Area indicates a surplus of parking available under current and future (2025) conditions. Furthermore, while off-street garages are consistently under-utilized, existing demand is heavily concentrated in a few key on-street locations. The potential for shared parking in Old Town North in practice will depend on the location of growth within the Plan Area; the geographic availability of parking spaces for sharing; and block-level mixing of different land use types. **Figure 10** displays the future land use program included in the proposed Old Town North Plan Area update. Parking turnover and origin-destination analysis show that vehicles parked on the street in the proposed retail corridor are likely employees and other visitors coming from outside the area and staying for long durations. These parking patterns present an opportunity for the City of Alexandria to explore a combination of parking management strategies that would more evenly distribute parking demand throughout the Old Town North Area and take advantage of the significant investment made in off-street parking facilities. Within the proposed retail corridor, specifically, it indicates an opportunity for the City to discourage long-term on-street parking, and increase opportunities for parking to be used by patrons of local businesses.

SITE SPECIFIC RECOMMENDATIONS

PARKING BENEFIT DISTRICT

Figure 11 shows a one-block walk shed for the eight off-street parking garages, and highlights blocks of on-street parking that are currently over 85% peak occupancy. One block is generally considered the optimal walking distance for off-street parking and for successful shared parking arrangements. This area, more or less bounded by the walk shed, is an option to be considered by City staff for a Parking Benefit District. As shown, approximately 80% of all fully occupied blocks of on-street parking fall within the walk-shed created by the eight off-street garages. Parking Benefit Districts are created so that revenues



from the non-resident parking can flow back to the community for neighborhood or transportation improvements. A combination of parking management strategies focused in this Parking Benefit District will serve to balance the demand over the Plan Area.

As a first step, the City should consider going through the public process to update their zoning ordinance similar to Fairfax County. The State of Virginia is traditionally a highly regulatory environment and the Fairfax County zoning ordinance in **Appendix E** provides a precedent for addressing in-lieu fees and reduced parking requirements in this arena. An updated ordinance should allow the City a mechanism to implement shared parking strategies, in-lieu fees and reduced parking requirements within the Old Town North Area. The administrative body should have a high level of flexibility in approving and administering shared parking agreements, and may negotiate with the applicant as needed. With the policies in place, the next step is to explore specific shared parking arrangements within the Parking Benefit District. By creating a template for shared parking agreements (in addition to allowing shared parking in the City's code), the City can establish clear regulatory guidelines that make the process easier to understand for potential shared parking participants.

Existing Retail Area

The existing retail area is an example that the City should consider for a Parking Benefit District. It is an opportunity to implement parking management strategies, such as short-term meters and shared parking agreements, within a smaller area before expanding the boundaries. For example, the turnover analysis found that many of the blocks surrounding the Montgomery Center had very low turnover indicating that many of the vehicles are long-term parkers. These blocks are within a one block walk from the Waterfront Office Building, United Way Office Building, and Crowne Plaza Hotel parking garages which are all currently less than 50% occupied during the weekday peak. Should the City choose to install parking meters along these blocks with high-demand on-street parking, this presents an opportunity for shared parking partnerships with these nearby parking garages. Offering long term, reduced price or free (with validation) off-street parking is a way to incentivize Montgomery Center patrons not to park on the street with short-term meters.

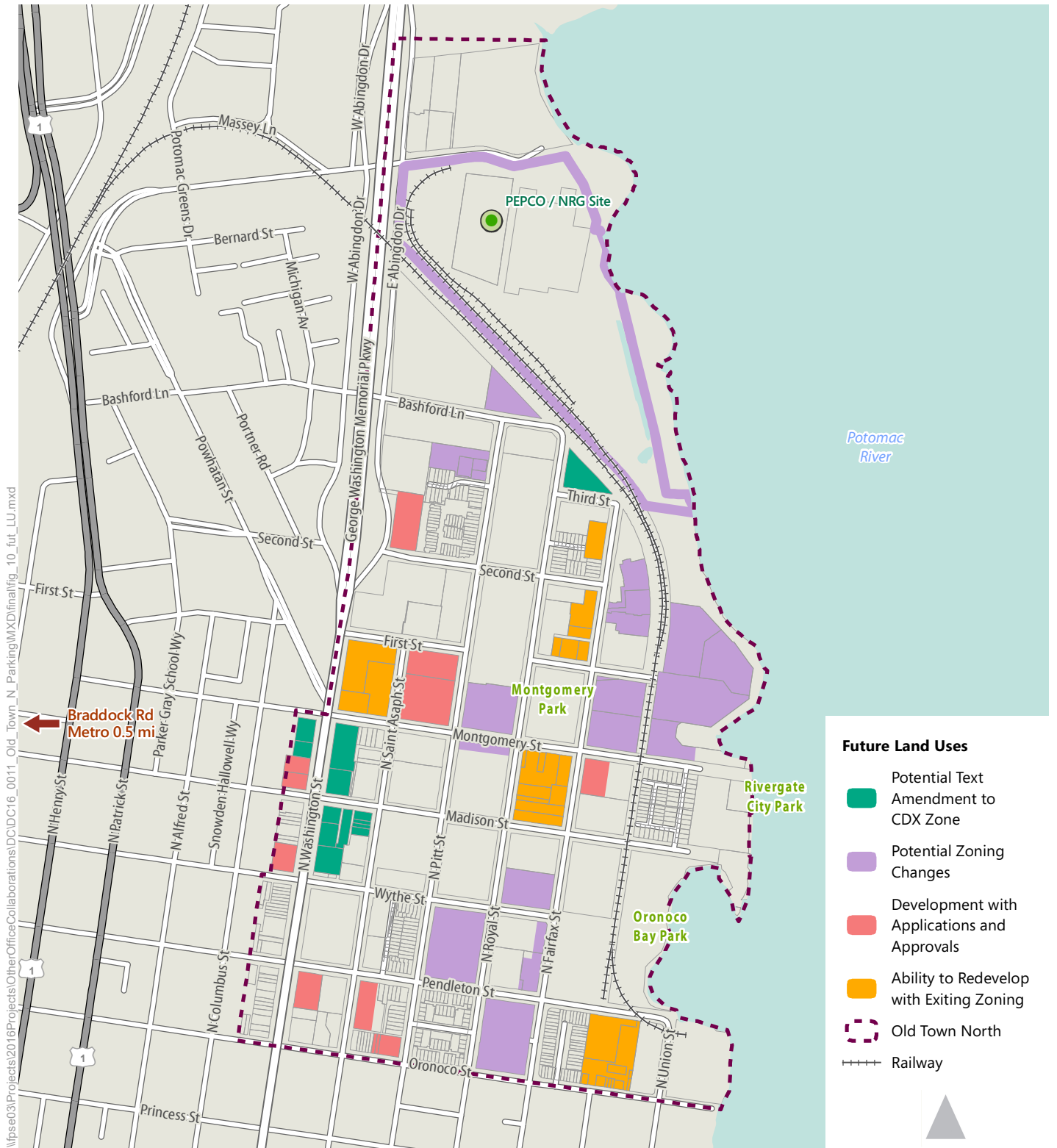


Figure 10
Future Land Uses

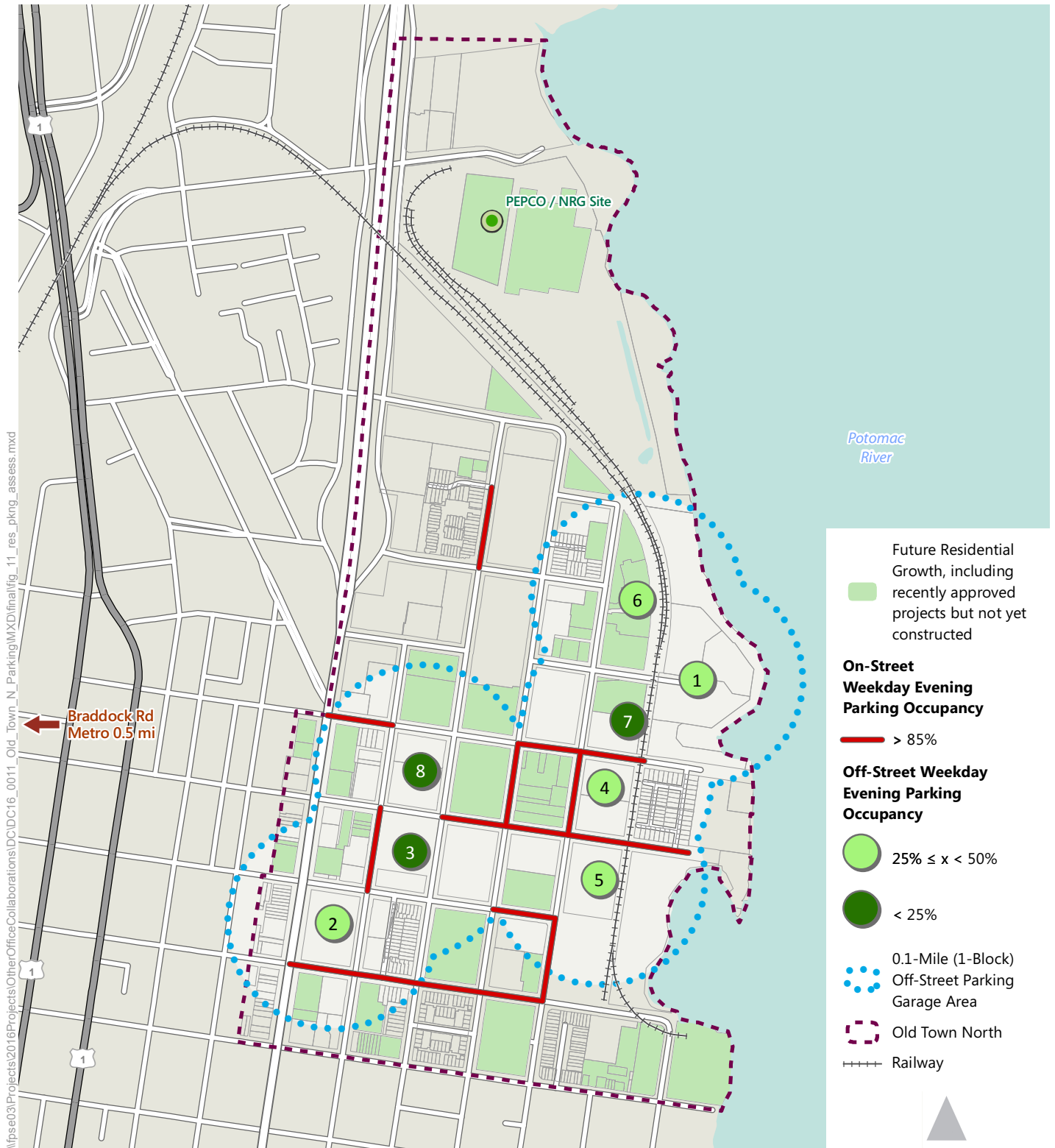


Figure 11
Future Residential Growth and
Existing Parking Occupancy





PEPCO/NRG Development

At the north end of the Old Town North Area is the PEPCO/NRG development site, which is expected to redevelop. As shown in **Figure 11**, the area is outside of the one-block walk shed of the eight off-street garages in this study. The development will therefore need to accommodate the appropriate parking demand with new facilities. An option for the City to consider is the exploration of a partnership with the developer to construct a garage which would be publicly accessible and which the City would have some level of control over relative to management, operations, and pricing. Implementing in-lieu fees, made possible by an updated zoning ordinance, would support this effort, and the Fairfax County zoning ordinance included in **Appendix E** provides sample language on how to include in-lieu fees in an update to the City's ordinance.

PARKING METER DISTRICT

Another option for the City to consider is to install parking meters on several blocks with the most highly desirable parking spaces. The proposed retail center, including the Montgomery Center, which has several blocks of unrestricted parking, high occupancies, and long durations of stay (as shown earlier in Figure 7) is a prime opportunity to install parking meters. The origin-destination analysis depicted in Figures 8a-d shows that at all times of the day 90% of visitors to the proposed retail corridor are coming from outside the Old Town North Area. The following streets are in high demand and are recommended for meters based on their current restrictions and peak occupancy conditions, and are displayed in **Figure 12**.

- *N. Saint Asaph Street* - currently has time limits posted, but continues to see high occupancy during weekday peak at over 70% between Montgomery Street and Madison Street, and over 85% between Madison Street and Wythe Street.
 - Future commercial development is expected on the parcel bounded by N. Saint Asaph Street, Pitt Street, First Street and Montgomery Street, and these blocks are recommended for meters in anticipation of spillover impacts from nearby metered streets and to encourage turnover for the future businesses.

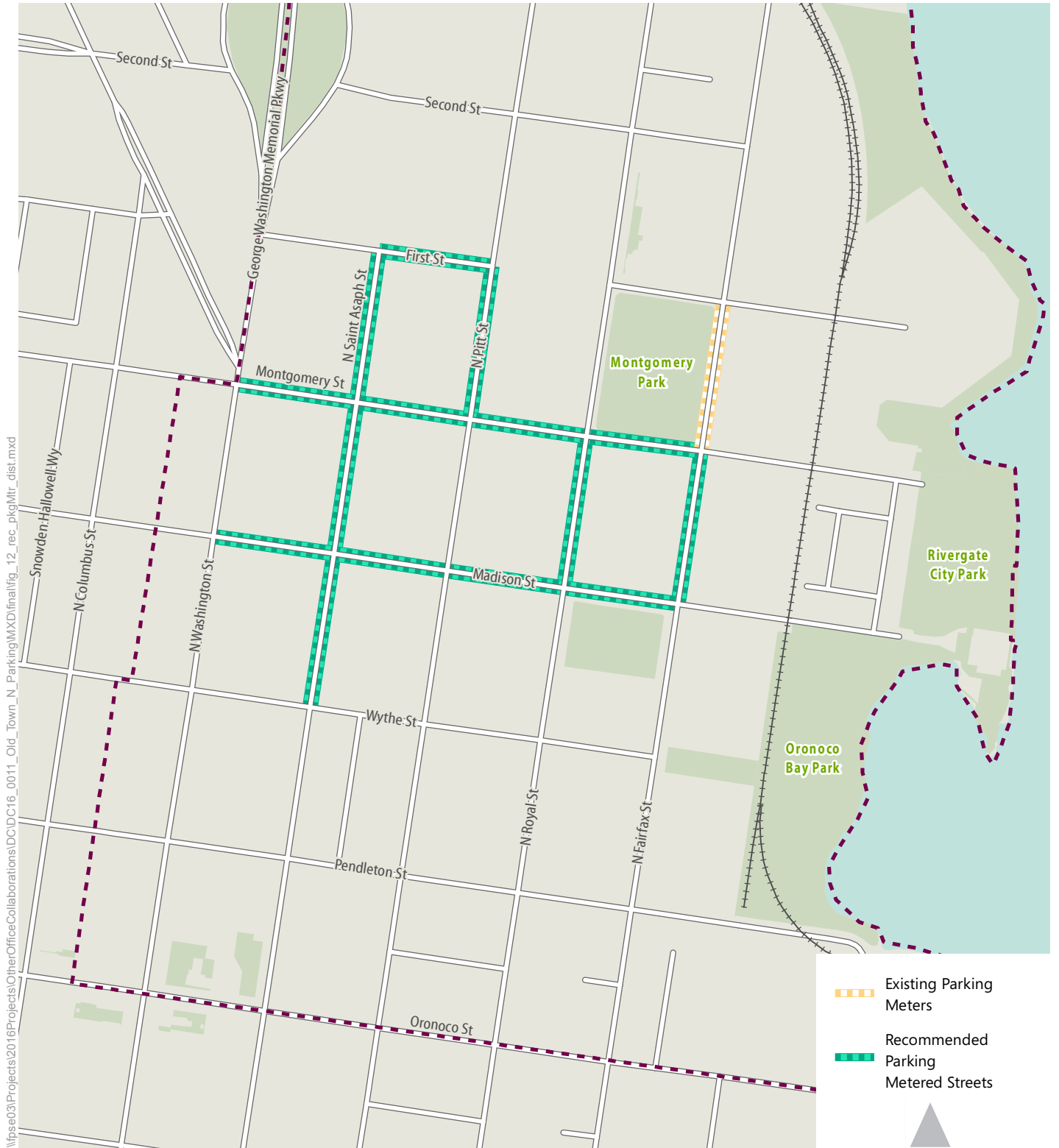
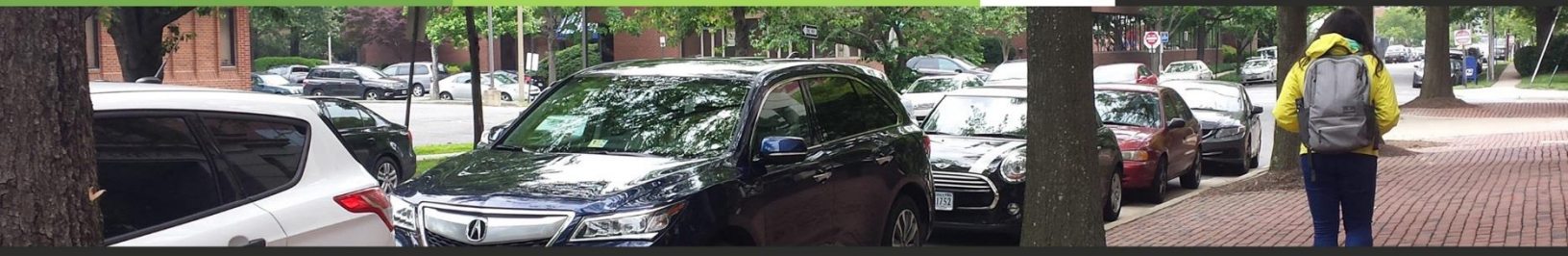


Figure 12

Recommended Parking Meter District





- *Madison Street* – currently has time limits posted between Washington Street and Fairfax Street, except between Washington Street and N. Saint Asaph Street and between Royal Street and Fairfax Street, which are unrestricted segments. Even with these restrictions, weekday peak occupancy is greater than 70% between N. Saint Asaph Street and Pitt Street, and greater than 85% between Pitt Street and Fairfax Street. A number of retail uses exist between Washington Street and Fairfax Street which would benefit from greater availability of short-term parking in front of their buildings. The turnover analysis indicated long durations of stay on key blocks adjacent to the Montgomery Center.
- *Montgomery Street* - currently has time limits posted between Washington Street and N. Saint Asaph Street (on the south side) and between N. Saint Asaph Street and Fairfax Street, except between Pitt Street and Royal Street, which is unrestricted. Even with these restrictions, weekday peak occupancy is greater than 85% between Washington Street and N. Saint Asaph Street, more than 50% between N. Saint Asaph Street and Royal Street, and greater than 85% between Royal Street and Fairfax Street. A number of retail uses exist between Washington Street and Fairfax Street which would benefit from greater availability of short-term parking in front of their buildings.
- *Montgomery Center* – bounded by Montgomery Street, Madison Street, Royal Street, and Fairfax Street there are time limits posted on two of these four blocks. The area experiences weekday peak occupancy greater than 85% on all four blocks, and the turnover analysis showed long durations of stay for parkers.

Wythe Street is not recommended for metering at this time, but may require metering in the future due to its proximity to streets where meters are recommended. Wythe Street does not have any existing parking restrictions and its peak occupancy is between 50 and 75 percent. This area might experience an increase in occupancy once people are deterred from the short-term meters in the Parking Meter District, however considering that there are not a lot of retail uses on Wythe Street it is likely there is sufficient capacity to absorb an increase in demand.

As shown in Figure 12, the recommended Parking Meter District falls almost entirely within the one-block walk shed shown in Figure 11 and would complement the recommended Parking Benefit District. The



increment of new revenues collected as a result of these changes could be returned to the neighborhood in the form of streetscape, beautification or other programs.

Enacting parking charges on these streets would moderate demand by displacing parking to off-street parking and potential shared parking agreements could incentivize this shift with reduced process for key patrons. Meanwhile, adjacent un-metered on-street areas could experience spillover impacts as parkers look for free parking. **Table 4** below summarizes potential spillover impacts.

Table 4 shows that some of these blocks identified have an existing occupancy greater than 85% and are therefore not likely to be able to absorb spillover. Despite this, most of the blocks presented have an existing peak occupancy less than 50% and given their existing availability they are able to absorb the increased occupancy from parkers looking for free parking once nearby streets are metered.

TABLE 4
POTENTIAL PARKING SPILLOVER IMPACTS

Street	Block	Existing Weekday Peak Occupancy (6pm)	Capacity to Absorb Spillover
Saint Asaph St	Between Wythe St and Pendleton St	$70\% \leq X \leq 85\%$	Medium
	Between Second St and First St	$25\% \leq X \leq 50\%$	High
Pitt St	Between Montgomery St and Madison St	$50\% \leq X \leq 70\%$	High
	Between Madison St and Wythe St	$50\% \leq X \leq 70\%$	High
	Between Wythe St and Pendleton St	$50\% \leq X \leq 70\%$	High
	Between First St and Montgomery St	$50\% \leq X \leq 70\%$	High
Royal St	Between Madison St and Wythe St	$50\% \leq X \leq 70\%$	High
	Between Wythe St and Pendleton St	$25\% \leq X \leq 50\%$	High
	Between Second St and First St	$25\% \leq X \leq 50\%$	High
Fairfax St	Between Madison St and Wythe St	$70\% \leq X \leq 85\%$	Medium
	Between Wythe St and Pendleton St	$\geq 85\%$	Low



TABLE 4
POTENTIAL PARKING SPILLOVER IMPACTS

Street	Block	Existing Weekday Peak Occupancy (6pm)	Capacity to Absorb Spillover
First St	Between Washington St and Saint Asaph St	$25\% \leq X \leq 50\%$	High
	Between Royal St and Fairfax St	$50\% \leq X \leq 70\%$	High
Montgomery St	Between Washington St and Saint Asaph St	$\geq 85\%$	Low
	Between Fairfax St and Mt. Vernon Trail	$70\% \leq X \leq 85\%$	Medium
Madison St	Between Washington St and Saint Asaph St	$25\% \leq X \leq 50\%$	High
	Between Fairfax St and Mt. Vernon Trail	$\geq 85\%$	Low
Wythe St	Between Washington St and Saint Asaph St	$50\% \leq X \leq 70\%$	High
	Between Saint Asaph St and Pitt St	$\geq 85\%$	Low
Pendleton St	Between Pitt St and Royal St	$\geq 85\%$	Low
	Between Royal St and Fairfax St	$\geq 85\%$	Low

Parking meter districts are best implemented all at the same time, with the same restrictions, and the same parking technology. Given there is currently metered parking on Fairfax Street between Montgomery Street and First Street, the City should consider adopting a consistent vendor and technology for all of these streets.

SUPPORTING PRACTICES

Eliminating unrestricted on-street parking throughout the Old Town North Area is an option for the City to consider to discourage all-day use by non-residents. As discussed in the origin-destination analysis, results indicate a disproportionate number of people, mainly employees, coming to the area and occupying on-street spaces for long durations. Implementing time limits on all streets would increase availability of parking to residents and visitors by several hundred spaces.



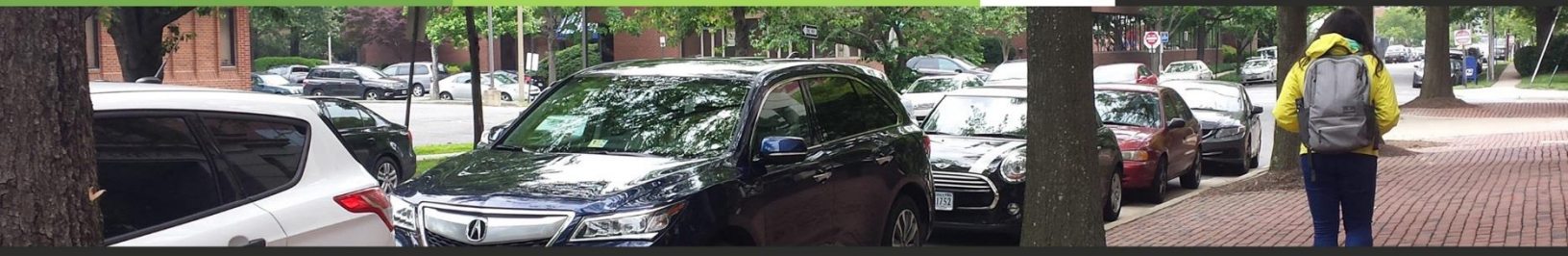
PARKING REQUIREMENTS

An option for the City to consider is reducing its commercial parking requirements. Future development, if built with code-required parking, would add 395 parking spaces in excess of demand. These are likely to be largely structured parking spaces, which range in cost from \$30,000 to \$45,000 depending on efficiency of parking layout and whether parking is above or below ground. Taking the low end of the cost of providing structured parking, these spaces will cost \$11,850,000 to construct.

If the City were to enact an in-lieu fee program at 80% of the cost to construct a typical off-street structured parking space, \$24,000 ($\$30,000 \times 80\%$) and the parking maximums represented 90% of the current code requirements (4,400 spaces or 489 spaces fewer than the code requirement), this program would generate upwards of \$11,736,000 over the 2016-2025 analysis period (not adjusted for inflation). This money could be used to fund a variety of projects to benefit the community including transit and pedestrian and bicycle improvements that might further reduce parking demand in the area.

If the City were interested in maximizing the return on investment (ROI) of the current off-street parking supply, it could expand the option above by further reducing the off-street parking requirements such that the 2,325 current surplus parking supply is used more efficiently. Where the prior example enacted parking maximums of 90% of parking code, this option would enact maximums of 60% of the current code requirements (2,933 spaces or 1,956 spaces fewer than the code requirement). Using the same inputs as above, this option would generate \$46,944,000 over the 2016-2025 analysis period (not adjusted for inflation).

It is important to note that the choices and consequences above are intended to help the City make informed decisions, but are not precise. In fact, the percentage reductions in parking requirements would likely vary by land use; there are dozens of permutations of the calculations including values of required parking between 60 and 90% of the current code; the City would likely want to conduct extensive stakeholder outreach before implementing such changes; and the City would likely want to engage with the owners of off-street, publicly available parking to ensure it is available for this purpose.



PERMIT PARKING PROGRAM

The weekday evening peak occupancy indicates a residential demand in the Old Town North Area. The existing residential parking permit program allows residents of the Old Town North Area (District 9) to park exempt from some of the restricted on-street parking by purchasing a permit for a nominal annual fee.

Figure 11 above displays locations where future residential growth is expected in the Old Town North Area and how this relates to existing on-street and off-street parking occupancy. Figure 11 identifies those blocks with greater than 85% occupancy during this weekday peak and which are therefore considered full. Figure 11 shows that existing off-street parking occupancy at all eight garages for a weekday evening is below 50%. Figure 11 also identifies a one-block buffer around each of the eight off-street garages. One block is generally considered the optimal walking distance for shared parking arrangements. The residential developments within this walk-shed represent the best opportunities for shared parking agreements that might allow residents to park overnight in nearby off-street garages. As shown, approximately 80% of all fully occupied blocks of on-street parking fall within the walk-shed created by the eight off-street garages.

Despite future development, the City should consider continuing to issue residential parking permits in the Old Town North Area, and to consider increasing the cost of these permits closer to market rate to encourage residents to park in their designated residential parking areas as opposed to on the street. Additionally, the City should explore shared parking agreements within the identified walk-shed that would create opportunities for residents to park overnight in a nearby garage.

ENFORCEMENT

The turnover analysis indicated many instances of people parking for long durations (i.e. – 9 hours or more) in places where time limits are posted, indicating a need for improved enforcement. An option for the City to consider in selecting parking meter vendors and technology is to select technologies that modernize their parking enforcement practices and streamline the process. These new technologies can also collect data to determine duration of occupancy and other added benefits.



IMPROVE USER INFORMATION

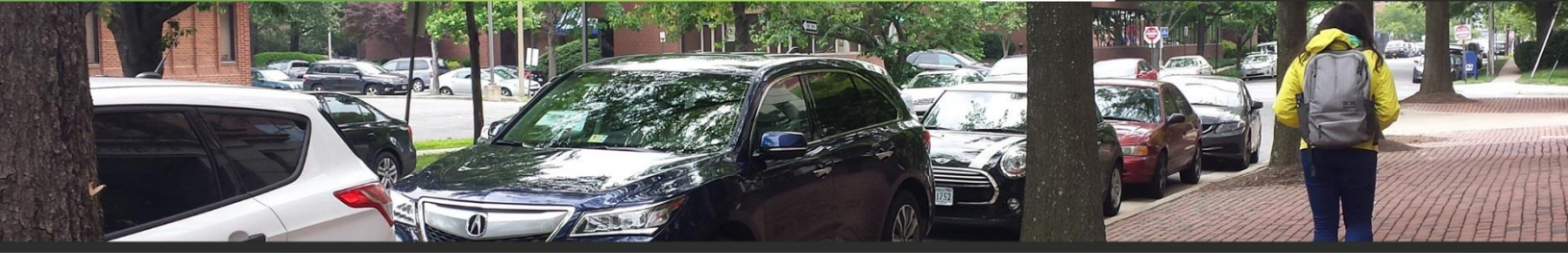
Enhanced signage is recommended at key locations such as the intersections of Madison Street & Washington Street or between Madison Street & N. Saint Asaph Street. Good signage would be visible to most vehicles inbound to the Old Town North Area and provide clear direction to parking availability for Harris Teeter, Trader Joes, or the proposed retail corridor. An option for the City to consider is a website to communicate parking information to visitors as well as new garage technologies that provide real-time parking information about availability of spaces.

FOR CONSIDERATION

NEXT GENERATION VEHICLES

Next generation vehicles is the term used to refer to cars that will soon be able to avoid collisions, platoon at tight headways, carry people who are unable to drive, and drive robotically without anyone aboard. These advancements will affect the way we plan and design multimodal transport infrastructure. While there are varying levels of autonomy, autonomous vehicles are generally described as a vehicle capable of sensing its environment and navigating without human input. Autonomous vehicles (AVs) will be available within 5-10 years, and given normal fleet turnover rates, AVs will not represent a high percentage of vehicles on the road for several decades, but they are already a consideration for medium and long-range planning and environmental assessments.

Just as autonomous vehicles are likely to dramatically change the need for and dynamics of parking, connected vehicles and transportation network companies (TNCs) will contribute to changes in parking demand. TNCs (like Uber and Lyft) provide an online platform that allows entrepreneurial drivers to find passengers who are seeking one-way rides.



The combination of these technologies is likely to:

- Reduce demand for parking, though curb space will continue to be premium for drop-off and pick-up activities
- Result in less auto ownership and more transportation service subscription
- Enable more efficient use of space allocated to vehicle movement and storage

There is a convergence of thought around these trends, but debate about how quickly these changes will occur. Ultimately, the rate of change will be determined by consumer preferences and the actions of regulatory agencies. Based on in-house research (<http://www.fehrandpeers.com/fpthink/>), we believe that within the 20-year time horizon of this report, next generation vehicles will make up the bulk of new vehicle sales and that within 30 to 40 years, nearly all vehicles in the fleet will be fully autonomous and connected. When this occurs, the need for off-street parking could all but evaporate. This should be a factor used in evaluating the cost-benefit ratios of providing new parking versus managing parking via demand management and valet and other assisted parking schemes. While the latter can be expensive to operate, if they are interim strategies to avoid the need to build parking infrastructure that could soon be obsolete, there may be a business case to be made.

APPENDIX A: ON-STREET PARKING RESTRICTIONS



Street	Segment	Side	Restrictions	Notes	Figure 4 Type
2nd Street	btwn N Pitt St & N Royal St	North	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		No Parking Allowed
2nd Street	btwn N Pitt St & N Royal St	South	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		No Parking Allowed
2nd Street	btwn N Royal St & N Fairfax St	North	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		No Parking Allowed
2nd Street	btwn N Royal St & N Fairfax St	South	No Restrictions		No Parking Allowed
2nd Street	btwn N St Asaph St & N Pitt St	North	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		No Restrictions
2nd Street	btwn N St Asaph St & N Pitt St	South	No Restrictions		No Parking Allowed
3rd Street	btwn N Royal St & N Fairfax St	North	No Restrictions		No Restrictions
3rd Street	btwn N Royal St & N Fairfax St	South	2-Hour Parking 8AM - 5PM Mon-Fri		No Restrictions
Bashford Lane	btwn E Abingdon Dr & N Pitt St	North	2-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		No Restrictions
Bashford Lane	btwn E Abingdon Dr & N Pitt St	South	No Restrictions		No Restrictions
Bashford Lane	btwn N Pitt St & N Royal St	North	No Restrictions		No Restrictions
Bashford Lane	btwn N Pitt St & N Royal St	South	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		No Restrictions
First Street	btwn N Royal St & N Fairfax St	North	No Restrictions		No Restrictions
First Street	btwn N Royal St & N Fairfax St	South	No Restrictions		No Restrictions
First Street	btwn N St Asaph St & N Pitt St	North	2-Hour Parking 9AM - 5PM Mon-Fri Except Holidays		No Restrictions
First Street	btwn N St Asaph St & N Pitt St	South	No Restrictions		No Restrictions
First Street	btwn N Washington St & N St Asaph St	North	No Restrictions		No Restrictions
First Street	btwn N Washington St & N St Asaph St	South	No Restrictions		No Restrictions
First Street	Mt. Vernon Trail to Dead End	North	No Restrictions		No Restrictions
First Street	Mt. Vernon Trail to Dead End	South	No Restrictions		No Restrictions
First Street	N. Fairfax St to Mt. Vernon Trail	North	2-Hour Parking 9AM - 5PM Mon-Fri		No Restrictions
First Street	N. Fairfax St to Mt. Vernon Trail	South	2-Hour Parking 9AM-5PM Mon-Fri		No Restrictions
Madison Street	btwn Mt. Vernon Trail & Dead End	North	2-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		No Restrictions
Madison Street	btwn Mt. Vernon Trail & Dead End	South	2-Hour Parking 9AM - 5PM Mon-Fri		No Restrictions
Madison Street	btwn N Fairfax St & Mt Vernon Trail	North	2-Hour Parking 8AM - 5PM Mon-Fri Except Holidays		No Restrictions
Madison Street	btwn N Fairfax St & Mt Vernon Trail	South	2-Hour Parking 8AM - 5PM Mon-Sat Except Holidays		No Restrictions
Madison Street	btwn N Pitt St & N Royal St	North	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		No Restrictions
Madison Street	btwn N Pitt St & N Royal St	South	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		No Restrictions
Madison Street	btwn N Royal St & N Fairfax St	North	No Restrictions		No Restrictions
Madison Street	btwn N Royal St & N Fairfax St	South	No Restrictions		No Restrictions
Madison Street	btwn N St Asaph St & N Pitt St	North	2-Hour Parking 9AM - 5PM Mon-Sat Except Holidays		No Restrictions
Madison Street	btwn N St Asaph St & N Pitt St	South	2-Hour Parking 8AM - 7PM Mon-Sat Except Holidays		No Restrictions
Madison Street	btwn N Washington St & N St Asaph St	North	No Restrictions		No Restrictions
Madison Street	btwn N Washington St & N St Asaph St	South	No Restrictions		No Restrictions
Montgomery Street	btwn N Fairfax St & Mt Vernon Trail	North	2-Hour Parking 9AM - 5PM Mon-Fri	Reserved Handicap Parking Signs	No Restrictions
Montgomery Street	btwn N Fairfax St & Mt Vernon Trail	South	2-Hour Parking 9AM - 5PM Mon-Fri		No Restrictions
Montgomery Street	btwn N Pitt St & N Royal St	North	No Parking Allowed		No Restrictions
Montgomery Street	btwn N Pitt St & N Royal St	South	No Restrictions		No Restrictions
Montgomery Street	btwn N Royal St & N Fairfax St	North	2-Hour Parking 8AM - 5PM Mon-Fri		No Restrictions
Montgomery Street	btwn N Royal St & N Fairfax St	South	2-Hour Parking 9AM - 5PM Mon-Sat	Reserved Handicap Parking Signs	No Restrictions
Montgomery Street	btwn N St Asaph St & N Pitt St	North	No Restrictions		No Restrictions

Street	Segment	Side	Restrictions	Notes	Figure 4 Type
Montgomery Street	btwn N St Asaph St & N Pitt St	South	2-Hour Parking 9AM - 5PM Mon-Sat Except Holidays		No Restrictions
Montgomery Street	btwn N Washington St & N St Asaph St	North	No Parking Allowed		No Restrictions
Montgomery Street	btwn N Washington St & N St Asaph St	South	2-Hour Parking 9AM - 5PM Mon-Fri Except Holidays		No Restrictions
Montgomery Street	Dead End & Mt Vernon Trail	North	2-Hour Parking 9AM - 5PM Mon-Sat Except Holders of District 9 Permits		Motorcoach Parking
Montgomery Street	Dead End & Mt Vernon Trail	South	2-Hour Parking 9AM - 5PM Mon-Fri		No Restrictions
N Fairfax Street	btwn 2nd St & First Street	East	2-Hour Parking 8AM - 5PM Mon-Fri		No Restrictions
N Fairfax Street	btwn 2nd St & First Street	West	No Restrictions		Motorcoach Parking
N Fairfax Street	btwn 3rd St & 2nd St	East	2-Hour Parking 8AM - 5PM Mon-Fri		No Restrictions
N Fairfax Street	btwn 3rd St & 2nd St	West	2-Hour Parking 9AM - 5PM Mon-Sat Except Holidays		No Restrictions
N Fairfax Street	btwn Madison St & Wythe St	East	2-Hour Parking from 9AM - 5PM Mon-Sat		Metered Parking
N Fairfax Street	btwn Madison St & Wythe St	West	No Parking Bus Stop		2 hr 9-5 mon-fri
N Fairfax Street	btwn Montgomery St & First St	East	Metered Parking		2 hr 9-5 mon-fri
N Fairfax Street	btwn Montgomery St & Madison St	East	2-Hour Parking 8AM - 5PM Mon-Fri Except Holidays		2 hr 9-5 mon-fri
N Fairfax Street	btwn Montgomery St & Madison St	West	2-Hour Parking 8AM - 5PM Mon-Fri Except Holidays		2 hr 9-5 mon-fri
N Fairfax Street	btwn Pendleton St & Oronoco St	East	No Restrictions		2 hr 9-5 mon-fri
N Fairfax Street	btwn Pendleton St & Oronoco St	West	No Restrictions		2 hr 9-5 mon-fri
N Fairfax Street	btwn Wythe St & Pendleton St	East	2-Hour Parking from 9AM - 5PM Mon-Sat		2 hr 9-5 mon-fri
N Fairfax Street	btwn Wythe St & Pendleton St	West	2-Hour Parking from 9AM - 6PM Except Sunday		2 hr 9-5 mon-sat
N Pitt Street	btwn 2nd St & First St	East	2-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 9-5 mon-sat
N Pitt Street	btwn 2nd St & First St	West	2-Hour Parking 9AM - 5PM Mon-Sat		2 hr 9-5 mon-sat
N Pitt Street	btwn Bashford Ln & Bellvue Pl	East	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 9-5 mon-fri
N Pitt Street	btwn Bashford Ln & Bellvue Pl	West	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 9-5 mon-sat
N Pitt Street	btwn Bellvue Pl & 2nd St	East	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 9-4 mon-fri; no pkg 4-6 mon-fri
N Pitt Street	btwn Bellvue Pl & 2nd St	West	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		No Restrictions
N Pitt Street	btwn Cook St & Oronoco St	East	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 2 Permits		2 hr 8-5 mon-fri; excpt dist 9
N Pitt Street	btwn Cook St & Oronoco St	West	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 2 Permits		2 hr 8-5 mon-fri; excpt dist 9
N Pitt Street	btwn First Street & Montgomery Street	East	No tour bus parking		2 hr 8-5 mon-fri; excpt dist 9
N Pitt Street	btwn First Street & Montgomery Street	West	No tour bus parking, 2-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 8-5 mon-fri; excpt dist 9
N Pitt Street	btwn Madison St & Wythe St	East	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 8-5 mon-fri; excpt dist 9
N Pitt Street	btwn Madison St & Wythe St	West	No Restrictions	Harris Teeter Parking Garage Entrance (no parking)	2 hr 8-5 mon-fri; excpt dist 9
N Pitt Street	btwn Montgomery St & Madison St	East	No Restrictions		2 hr 9-6 mon-sat
N Pitt Street	btwn Montgomery St & Madison St	West	2-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 9-6 mon-sat

Street	Segment	Side	Restrictions	Notes	Figure 4 Type
N Pitt Street	btwn Pendleton St & Cook St	East	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 2 Permits		2 hr 9-4 mon-fri; no pkng 4-6 mon-fri; except holidays
N Pitt Street	btwn Pendleton St & Cook St	West	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 2 Permits	Sidewalk is closed after Cook Street	2 hr 9-4 mon-fri; no pkng 4-6 mon-fri; except holidays
N Pitt Street	btwn Wythe St & Pendleton St	East	No Restrictions		2 hr 9-4 mon-fri; no pkng 4-6 mon-fri; except holidays
N Pitt Street	btwn Wythe St & Pendleton St	West	No Restrictions		2 hr 8-7 mon-sat; except holidays
N Royal Street	btwn 2nd St & Hearthstone Mews	East	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 9-5 mon-fri; except holidays
N Royal Street	btwn 2nd St & Hearthstone Mews	West	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		No Parking
N Royal Street	btwn Bashford Ln & 3rd St	East	2-Hour Parking 9AM - 5PM Mon-Sat Except Holidays		No Restrictions
N Royal Street	btwn Bashford Ln & 3rd St	West	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 9-5 mon-sat; except holidays
N Royal Street	btwn Cook St & Pendleton St	East	No Restrictions		2 hr 9-5 mon-sat; except holidays
N Royal Street	btwn Cook St & Pendleton St	West	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 2 Permits		2 hr 9-5 mon-sat; except holidays
N Royal Street	btwn Driveway & 2nd St	East	No Restrictions		2 hr 9-5 mon-sat; except holidays
N Royal Street	btwn Driveway & 2nd St	West	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 9-5 mon-sat; except holidays
N Royal Street	btwn First St & Driveway	East	No Restrictions		2 hr 9-5 mon-sat; except holidays
N Royal Street	btwn First St & Driveway	West	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 9-5 mon-fri; except holidays
N Royal Street	btwn First Street & Montgomery St	East	No Restrictions		2 hr 9-5 mon-fri
N Royal Street	btwn First Street & Montgomery St	West	3-Hour Parking 8AM - 5PM Mon-Fri		2 hr 9-5 mon-sat; except dist 9
N Royal Street	btwn Hearstone Mews & 3rd St	East	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 8-5 mon-sat; except holidays
N Royal Street	btwn Hearstone Mews & 3rd St	West	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 8-5 mon-fri; except holidays
N Royal Street	btwn Madison St & Wythe St	East	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 8-5 mon-fri; except holidays
N Royal Street	btwn Madison St & Wythe St	West	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		2 hr 8-5 mon-fri; except holidays
N Royal Street	btwn Montgomery St & Madison St	East	No Restrictions		No Restrictions
N Royal Street	btwn Montgomery St & Madison St	West	No Restrictions		2 hr 8-6 mon-fri
N Royal Street	btwn Oronoco St & Cook St	East	No Restrictions		No Restrictions
N Royal Street	btwn Oronoco St & Cook St	West	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 2 Permits		No Restrictions
N Royal Street	btwn Wythe St & Pendleton St	East	2-Hour Parking 9AM-5PM Mon-Sat		No Restrictions
N Royal Street	btwn Wythe St & Pendleton St	West	2-Hour Parking 9AM-5PM Mon-Fri		No Restrictions
N Saint Asaph Street	btwn First Street & Montgomery Street	East	No Restrictions		No Restrictions
N Saint Asaph Street	btwn First Street & Montgomery Street	West	4-Hour Tour Bus Parking by Reservation Only		3 hr 8-5 mon-fri
N Saint Asaph Street	btwn Madison St & Wythe St	East	South end of road: "No Parking At Any Time" Sign		3 hr 8-5 mon-fri; except dist 9
N Saint Asaph Street	btwn Madison St & Wythe St	West	South end of road: No Parking Loading Zone 8AM - 5PM Mon-Fri		3 hr 8-5 mon-fri; except dist 2
N Saint Asaph Street	btwn Montgomery St & Madison St	East	2-Hour Parking 9AM - 5PM Mon-Sat Except Holidays		3 hr 8-5 mon-fri; except dist 2
N Saint Asaph Street	btwn Montgomery St & Madison St	West	2-Hour Parking 9AM - 5PM Mon-Sat Except Holidays		3 hr 8-5 mon-fri; except dist 2
N Saint Asaph Street	btwn Pendleton St & Oronoco St	East	South end of street: No Parking 8AM - 5PM Loading Zone		3 hr 8-5 mon-fri; except dist 2
N Saint Asaph Street	btwn Pendleton St & Oronoco St	West	North of Driveway: 3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 2 Permits		3 hr 8-5 mon-fri; except dist 2
N Saint Asaph Street	btwn Wythe St & Pendleton St	East	2-Hour Parking from 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		3 hr 8-5 mon-fri; except dist 9
N Saint Asaph Street	btwn Wythe St & Pendleton St	West	No Restrictions	No Parking, Standing, Loading or Unloading in Driveway	No Restrictions
N Union Street	btwn Pendleton St & Oronoco St	East	4-Hour Tour Bus Parking by Reservation Only	Snow Emergency Route	3 hr 8-5 mon-fri; except dist 9
N Union Street	btwn Pendleton St & Oronoco St	West	No Restrictions	Snow Emergency Route	3 hr 8-5 mon-fri; except dist 9
N Washington Street	btwn Driveway & Pendleton	East	No Restrictions	Curb Lane for HOV 2+ only, 7AM - 9AM, Mon - Fri	3 hr 8-5 mon-fri; except dist 9
N Washington Street	btwn Driveway & Pendleton	West	2-Hour Parking 9AM- 4PM Mon-Fri Except Holidays	Snow Emergency Route	3 hr 8-5 mon-fri; except dist 9

Street	Segment	Side	Restrictions	Notes	Figure 4 Type
N Washington Street	btwn Madison St & Wythe St	East	No Parking Allowed		3 hr 8-5 mon-fri; excpt dist 9
N Washington Street	btwn Madison St & Wythe St	West	2-Hour Parking 9AM - 4PM Mon-Fri Except Holidays	Curb Lane for HOV 2+ only, 7AM - 9AM, Mon - Fri	3 hr 8-5 mon-fri; excpt dist 9
N Washington Street	btwn Montgomery St & Madison St	East	No Parking Allowed		3 hr 8-5 mon-fri; excpt dist 9
N Washington Street	btwn Montgomery St & Madison St	West	No Parking Allowed		3 hr 8-5 mon-fri; excpt dist 9
N Washington Street	btwn Pendleton St & Oronoco St	East	North of Driveway: 3-Hour Parking from 9AM - 5PM Mon-Fri, No Parking 7AM-9AM Mon-Fri	Curb Lane for HOV 2+ only, 4PM - 6PM, Mon - Fri	3 hr 8-5 mon-fri; excpt dist 9
N Washington Street	btwn Wythe St & Driveway	East	No Restrictions	v	3 hr 8-5 mon-fri; excpt dist 9
N Washington Street	btwn Wythe St & Driveway	West	2-Hour Parking 9AM- 4PM Mon-Fri Except Holidays	Snow Emergency Route	3 hr 8-5 mon-fri; excpt dist 9
N Washington Street	btwn Pendleton St & Oronoco St	West	2-Hour Parking from 9AM - 4PM Mon-Fri, No Parking 4PM-6PM Mon-Fri	Curb Lane for HOV 2+ only, 4PM - 6PM, Mon - Fri	3 hr 8-5 mon-fri; excpt dist 9
Pendleton Street	btwn N Fairfax St & N Union St	North	No Restrictions	Cars are parked on the street; no signage	3 hr 8-5 mon-fri; excpt dist 9
Pendleton Street	btwn N Fairfax St & N Union St	South	No Restrictions	Cars are parked on the street; no signage	3 hr 8-5 mon-fri; excpt dist 9
Pendleton Street	btwn N Pitt St & N Royal St	North	No Restrictions	Cars are parked on the street; no signage	3 hr 8-5 mon-fri; excpt dist 9
Pendleton Street	btwn N Pitt St & N Royal St	South	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 2 Permits		3 hr 8-5 mon-fri; excpt dist 9
Pendleton Street	btwn N Royal St & N Fairfax St	North	No Parking 12PM - 2PM Mondays		3 hr 8-5 mon-fri; excpt dist 9
Pendleton Street	btwn N Royal St & N Fairfax St	South	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 2 Permits		3 hr 8-5 mon-fri; excpt dist 9
Pendleton Street	btwn N St Asaph St & N Pitt St	North	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 9 Permits		3 hr 8-5 mon-fri; excpt dist 9
Pendleton Street	btwn N St Asaph St & N Pitt St	South	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 2 Permits		3 hr 8-5 mon-fri; excpt dist 9
Pendleton Street	btwn N Washington St & N St Asaph St	North	No Parking Allowed		3 hr 8-5 mon-fri; excpt dist 2
Pendleton Street	btwn N Washington St & N St Asaph St	South	3-Hour Parking 8AM - 5PM Mon-Fri Except Holders of District 2 Permits	Emergency No Parking from 9AM-3:30PM from May 23 to July 23	3 hr 8-5 mon-fri; excpt dist 2
Slaters Lane	btwn Driveway & Dead End	North	No Restrictions		3 hr 8-5 mon-fri; excpt dist 2
Slaters Lane	btwn Driveway & Dead End	South	No Restrictions		3 hr 8-5 mon-fri; excpt dist 2
Slaters Lane	btwn E. Abingdon Dr & Driveway	North	2-Hour Parking 9AM - 5PM Mon-Fri		2 hr 8-5 mon-fri
Slaters Lane	btwn E. Abingdon Dr & Driveway	South	No Restrictions		3 hr 8-5 mon-fri; excpt dist 2
Wythe Street	btwn N Pitt St & N Royal St	North	No Restrictions		2 hr 8-5 mon-fri
Wythe Street	btwn N Pitt St & N Royal St	South	No Restrictions		2 hr 8-5 mon-fri
Wythe Street	btwn N Royal St & N Fairfax St	North	No Restrictions	Cars are parked on the street; no signage	2 hr 8-5 mon-fri
Wythe Street	btwn N Royal St & N Fairfax St	South	No Restrictions		South end of Road: No Parking Allowed
Wythe Street	btwn N St Asaph St & N Pitt St	North	2-Hour Parking 8AM - 6PM Mon-Sat	Cars are parked on the street; no signage	North end of Road: 2 hr 8-7 mon-sat South end of Road: Short Term-Parking (Loading Zone)
Wythe Street	btwn N St Asaph St & N Pitt St	South	No Restrictions		North end of Road: 2 hr 9-5 mon-fri South end of Road: Short Term-Parking (Loading Zone)
Wythe Street	btwn N Washington St & N St Asaph St	North	No Restrictions		North of Driveway: 3 hr 8-5 mon-fri; excpt dist 2 South of Driveway: 2 hr 8-5 mon-fri
Wythe Street	btwn N Washington St & N St Asaph St	South	No Restrictions		North of Driveway: 3 hr 9-5 mon-fri; no pkg 7-9 mon-fri; excpt holidays (both?) South of Driveway: 2 hr 9-5 mon-sat; no pkg 7-9 mon-fri

APPENDIX B: ON-STREET PARKING OCCUPANCY



OLD TOWN NORTH AREA ON-STREET OCCUPANCY - WEEKDAY

	Street	Segment	Supply	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Slaters Lane	E. Abingdon Dr to Driveway Entrance	6	4	4	1	1
2	Slaters Lane	Driveway Entrance to Dead End	14	6	4	2	1
3	Bashford Lane	btwn E Abingdon Dr & N Pitt St	38	23	25	32	31
4	Bashford Lane	btwn N Pitt St & N Royal St	22	3	5	4	4
5	3rd Street	btwn N Royal St & N Fairfax St	23	9	6	9	9
6	2nd Street	btwn N St Asaph St & N Pitt St	19	11	12	12	14
7	2nd Street	btwn N Pitt St & N Royal St	16	8	9	12	13
8	2nd Street	btwn N Royal St & N Fairfax St	17	5	3	2	2
9	First Street	btwn N Washington St & N St Asaph St	14	6	4	4	2
10	First Street	btwn N St Asaph St & N Pitt St	8	3	1	2	4
11	First Street	btwn N Royal St & N Fairfax St	22	14	7	6	5
12	Canal Center Plaza	N. Fairfax St to Mt. Vernon Trail	16	9	11	9	9
13	Montgomery Street	btwn N Washington St & N St Asaph St	7	6	6	5	5
14	Montgomery Street	btwn N St Asaph St & N Pitt St	21	11	14	7	3
15	Montgomery Street	btwn N Pitt St & N Royal St	20	12	14	9	7
16	Montgomery Street	btwn N Royal St & N Fairfax St	23	20	14	15	8
17	Montgomery Street	btwn N Fairfax St & Mt Vernon Trail	20	20	18	12	16
18	Montgomery Street	Mt. Vernon Trail to Dead End	19	15	15	16	16
19	Madison Street	btwn N Washington St & N St Asaph St	12	5	6	4	5
20	Madison Street	btwn N St Asaph St & N Pitt St	21	17	12	15	9
21	Madison Street	btwn N Pitt St & N Royal St	14	13	12	8	5
22	Madison Street	btwn N Royal St & N Fairfax St	22	19	20	19	13
23	Madison Street	btwn N Fairfax St & Mt Vernon Trail	14	13	14	10	4
24	Madison Street	East of Mt Vernon Trail	38	33	20	12	10
25	Wythe Street	btwn N Washington St & N Royal St	59	32	33	15	N/A
26	Wythe Street	btwn N Royal St & N Fairfax St	13	13	12	9	11
27	Pendleton Street	btwn N Washington St & N Royal St	44	41	31	36	N/A
28	Pendleton Street	btwn N Royal St & N Fairfax St	20	18	13	10	6
29	Pendleton Street	btwn N Fairfax St & N Union St	27	18	13	7	6
30	N Washington Street	btwn Madison St & Wythe St	16	0	0	0	0
31	N Washington Street	btwn Wythe St & Pendleton St	15	1	6	4	3
32	N Washington Street	btwn Pendleton St & Oronoco St	29	5	2	1	1
33	N Saint Asaph Street	btwn First Street & Montgomery Street	16	8	12	9	5
34	N Saint Asaph Street	btwn Montgomery St & Madison St	25	20	15	14	11
35	N Saint Asaph Street	btwn Madison St & Wythe St	14	14	6	4	4
36	N Saint Asaph Street	btwn Wythe St & Pendleton St	24	17	16	12	N/A
37	N Saint Asaph Street	btwn Pendleton St & Oronoco St	30	21	18	17	14
38	N Pitt Street	btwn Bashford Ln & Bellvue Pl	20	10	15	16	17
39	N Pitt Street	btwn Bellvue Pl & 2nd St	27	25	24	26	25
40	N Pitt Street	btwn 2nd St & First St	32	9	9	11	9
41	N Pitt Street	btwn First Street & Montgomery Street	20	7	5	4	4
42	N Pitt Street	btwn Montgomery St & Madison St	21	11	15	14	15
43	N Pitt Street	btwn Madison St & Wythe St	25	14	13	16	16
44	N Pitt Street	btwn Wythe St & Pendleton St	26	15	14	11	N/A
45	N Pitt Street	btwn Pendleton St & Oronoco St	22	11	7	11	9
46	N Royal Street	btwn Bashford Ln & 3rd St	18	5	4	3	3
47	N Royal Street	btwn 3rd St & 2nd St	28	12	13	16	18
48	N Royal Street	btwn 2nd St & First St	25	18	14	10	11
49	N Royal Street	btwn First St & Montgomery St	30	18	15	10	7
50	N Royal Street	btwn Montgomery St & Madison St	28	27	25	23	10
51	N Royal Street	btwn Madison St & Wythe St	27	18	18	17	12
52	N Royal Street	btwn Wythe St & Pendleton St	31	10	10	6	7
53	N Royal Street	btwn Pendleton St & Oronoco St	26	10	10	14	14
54	N Fairfax Street	btwn 3rd St & 2nd St	25	9	4	5	4
55	N Fairfax Street	btwn 2nd St & First St	10	4	4	3	2
56	N Fairfax Street	btwn First St & Montgomery St	27	9	6	8	6
57	N Fairfax Street	btwn Montgomery St & Madison St	30	30	27	19	12
58	N Fairfax Street	btwn Madison St & Wythe St	22	16	17	11	6
59	N Fairfax Street	btwn Wythe St & Pendleton St	14	14	14	1	1
60	N Fairfax Street	btwn Pendleton St & Oronoco St	28	9	9	6	6
61	N Union Street	btwn Pendleton St & Oronoco St	12	8	8	7	8

Average Occupancy Old Town North

1159

812

733

633

479

Edens Parking Study using 6/2/2015 counts

Old Colony Parking Study using 6/16/2015 counts

Harris Teeter Parking Study using 2011 counts; Study data collection ended at 8pm on weekday evening.

Data Collection May 19, 2016 counts

Robinson Terminal North Parking Study using 5/15/2014, 5/16/2014, 5/17/2016 counts

OLD TOWN NORTH AREA ON-STREET OCCUPANCY - WEEKDAY							
	Street	Segment	6:00 PM	7:00 PM	8:00 PM	9:00 PM	Average Occupancy by Block
1	Slaters Lane	E. Abingdon Dr to Driveway Entrance	67%	67%	17%	17%	42%
2	Slaters Lane	Driveway Entrance to Dead End	43%	29%	14%	7%	23%
3	Bashford Lane	btwn E Abingdon Dr & N Pitt St	61%	66%	84%	82%	73%
4	Bashford Lane	btwn N Pitt St & N Royal St	14%	23%	18%	18%	18%
5	3rd Street	btwn N Royal St & N Fairfax St	39%	26%	39%	39%	36%
6	2nd Street	btwn N St Asaph St & N Pitt St	58%	63%	63%	74%	64%
7	2nd Street	btwn N Pitt St & N Royal St	50%	56%	75%	81%	66%
8	2nd Street	btwn N Royal St & N Fairfax St	29%	18%	12%	12%	18%
9	First Street	btwn N Washington St & N St Asaph St	43%	29%	29%	14%	29%
10	First Street	btwn N St Asaph St & N Pitt St	38%	13%	25%	50%	31%
11	First Street	btwn N Royal St & N Fairfax St	64%	32%	27%	23%	36%
12	Canal Center Plaza	N. Fairfax St to Mt. Vernon Trail	56%	69%	56%	56%	59%
13	Montgomery Street	btwn N Washington St & N St Asaph St	86%	86%	71%	71%	79%
14	Montgomery Street	btwn N St Asaph St & N Pitt St	52%	67%	33%	14%	42%
15	Montgomery Street	btwn N Pitt St & N Royal St	60%	70%	45%	35%	53%
16	Montgomery Street	btwn N Royal St & N Fairfax St	87%	61%	65%	35%	62%
17	Montgomery Street	btwn N Fairfax St & Mt Vernon Trail	100%	90%	60%	80%	83%
18	Montgomery Street	Mt. Vernon Trail to Dead End	79%	79%	84%	84%	82%
19	Madison Street	btwn N Washington St & N St Asaph St	42%	50%	33%	42%	42%
20	Madison Street	btwn N St Asaph St & N Pitt St	81%	57%	71%	43%	63%
21	Madison Street	btwn N Pitt St & N Royal St	93%	86%	57%	36%	68%
22	Madison Street	btwn N Royal St & N Fairfax St	86%	91%	86%	59%	81%
23	Madison Street	btwn N Fairfax St & Mt Vernon Trail	93%	100%	71%	29%	73%
24	Madison Street	East of Mt Vernon Trail	87%	53%	32%	26%	49%
25	Wythe Street	btwn N Washington St & N Royal St	54%	56%	25%	N/A	45%
26	Wythe Street	btwn N Royal St & N Fairfax St	100%	92%	69%	85%	87%
27	Pendleton Street	btwn N Washington St & N Royal St	93%	70%	82%	N/A	82%
28	Pendleton Street	btwn N Royal St & N Fairfax St	90%	65%	50%	30%	59%
29	Pendleton Street	btwn N Fairfax St & N Union St	67%	48%	26%	22%	41%
30	N Washington Street	btwn Madison St & Wythe St	0%	0%	0%	0%	0%
31	N Washington Street	btwn Wythe St & Pendleton St	7%	40%	27%	20%	23%
32	N Washington Street	btwn Pendleton St & Oronoco St	17%	7%	3%	3%	8%
33	N Saint Asaph Street	btwn First Street & Montgomery Street	50%	75%	56%	31%	53%
34	N Saint Asaph Street	btwn Montgomery St & Madison St	80%	60%	56%	44%	60%
35	N Saint Asaph Street	btwn Madison St & Wythe St	100%	43%	29%	29%	50%
36	N Saint Asaph Street	btwn Wythe St & Pendleton St	71%	67%	50%	N/A	63%
37	N Saint Asaph Street	btwn Pendleton St & Oronoco St	70%	60%	57%	47%	58%
38	N Pitt Street	btwn Bashford Ln & Bellvue Pl	50%	75%	80%	85%	73%
39	N Pitt Street	btwn Bellvue Pl & 2nd St	93%	89%	96%	93%	93%
40	N Pitt Street	btwn 2nd St & First St	28%	28%	34%	28%	30%
41	N Pitt Street	btwn First Street & Montgomery Street	35%	25%	20%	20%	25%
42	N Pitt Street	btwn Montgomery St & Madison St	52%	71%	67%	71%	65%
43	N Pitt Street	btwn Madison St & Wythe St	56%	52%	64%	64%	59%
44	N Pitt Street	btwn Wythe St & Pendleton St	58%	54%	42%	N/A	51%
45	N Pitt Street	btwn Pendleton St & Oronoco St	50%	32%	50%	41%	43%
46	N Royal Street	btwn Bashford Ln & 3rd St	28%	22%	17%	17%	21%
47	N Royal Street	btwn 3rd St & 2nd St	43%	46%	57%	64%	53%
48	N Royal Street	btwn 2nd St & First St	72%	56%	40%	44%	53%
49	N Royal Street	btwn First St & Montgomery St	60%	50%	33%	23%	42%
50	N Royal Street	btwn Montgomery St & Madison St	96%	89%	82%	36%	76%
51	N Royal Street	btwn Madison St & Wythe St	67%	67%	63%	44%	60%
52	N Royal Street	btwn Wythe St & Pendleton St	32%	32%	19%	23%	27%
53	N Royal Street	btwn Pendleton St & Oronoco St	38%	38%	54%	54%	46%
54	N Fairfax Street	btwn 3rd St & 2nd St	36%	16%	20%	16%	22%
55	N Fairfax Street	btwn 2nd St & First St	40%	40%	30%	20%	33%
56	N Fairfax Street	btwn First St & Montgomery St	33%	22%	30%	22%	27%
57	N Fairfax Street	btwn Montgomery St & Madison St	100%	90%	63%	40%	73%
58	N Fairfax Street	btwn Madison St & Wythe St	73%	77%	50%	27%	57%
59	N Fairfax Street	btwn Wythe St & Pendleton St	100%	100%	7%	7%	54%
60	N Fairfax Street	btwn Pendleton St & Oronoco St	32%	32%	21%	21%	27%
61	N Union Street	btwn Pendleton St & Oronoco St	67%	67%	58%	67%	65%
Average Occupancy Old Town North			70%	63%	55%	41%	57%

OLD TOWN NORTH AREA ON-STREET OCCUPANCY - FRIDAY

	Street	Segment	Supply	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Slaters Lane	E. Abingdon Dr to Driveway Entrance	6	2	2	2	1
2	Slaters Lane	Driveway Entrance to Dead End	14	2	2	2	2
3	Bashford Lane	btwn E Abingdon Dr & N Pitt St	38	28	32	35	36
4	Bashford Lane	btwn N Pitt St & N Royal St	22	3	5	4	5
5	3rd Street	btwn N Royal St & N Fairfax St	23	6	9	13	12
6	2nd Street	btwn N St Asaph St & N Pitt St	19	14	12	13	14
7	2nd Street	btwn N Pitt St & N Royal St	16	5	9	9	10
8	2nd Street	btwn N Royal St & N Fairfax St	17	6	6	6	5
9	First Street	btwn N Washington St & N St Asaph St	14	5	6	3	4
10	First Street	btwn N St Asaph St & N Pitt St	8	4	5	5	5
11	First Street	btwn N Royal St & N Fairfax St	22	15	6	6	4
12	Canal Center Plaza	N. Fairfax St to Mt. Vernon Trail	16	9	10	12	9
13	Montgomery Street	btwn N Washington St & N St Asaph St	7	4	3	4	2
14	Montgomery Street	btwn N St Asaph St & N Pitt St	21	10	9	12	9
15	Montgomery Street	btwn N Pitt St & N Royal St	20	9	8	7	7
16	Montgomery Street	btwn N Royal St & N Fairfax St	23	18	17	9	6
17	Montgomery Street	btwn N Fairfax St & Mt Vernon Trail	20	15	14	15	14
18	Montgomery Street	Mt. Vernon Trail to Dead End	19	11	14	15	15
19	Madison Street	btwn N Washington St & N St Asaph St	12	9	6	7	7
20	Madison Street	btwn N St Asaph St & N Pitt St	21	14	18	17	10
21	Madison Street	btwn N Pitt St & N Royal St	14	11	9	8	7
22	Madison Street	btwn N Royal St & N Fairfax St	22	21	22	13	10
23	Madison Street	btwn N Fairfax St & Mt Vernon Trail	14	11	10	9	9
24	Madison Street	East of Mt Vernon Trail	38	26	12	13	12
25	Wythe Street	btwn N Washington St & N Royal St	59	N/A	N/A	N/A	N/A
26	Wythe Street	btwn N Royal St & N Fairfax St	13	12	11	11	10
62	Pendleton Street	btwn N Washington St & St. Asaph St	44	N/A	N/A	N/A	N/A
27	Pendleton Street	btwn St. Asaph St & Pitt St	21	6	7	7	6
63	Pendleton Street	btwn N Pitt St & N Royal St	14	N/A	N/A	N/A	N/A
28	Pendleton Street	btwn N Royal St & N Fairfax St	20	18	17	12	11
29	Pendleton Street	btwn N Fairfax St & N Union St	27	10	16	16	15
30	N Washington Street	btwn Madison St & Wythe St	16	0	0	0	0
31	N Washington Street	btwn Wythe St & Pendleton St	15	1	0	0	1
32	N Washington Street	btwn Pendleton St & Oronoco St	29	0	0	0	0
33	N Saint Asaph Street	btwn First Street & Montgomery Street	16	10	11	11	12
34	N Saint Asaph Street	btwn Montgomery St & Madison St	25	19	20	20	18
35	N Saint Asaph Street	btwn Madison St & Wythe St	14	10	6	7	5
36	N Saint Asaph Street	btwn Wythe St & Pendleton St	24	N/A	N/A	N/A	N/A
37	N Saint Asaph Street	btwn Pendleton St & Oronoco St	30	13	13	12	12
38	N Pitt Street	btwn Bashford Ln & Bellvue Pl	20	10	15	16	17
39	N Pitt Street	btwn Bellvue Pl & 2nd St	27	23	24	26	26
40	N Pitt Street	btwn 2nd St & First St	32	10	9	12	12
41	N Pitt Street	btwn First Street & Montgomery Street	20	6	4	5	6
42	N Pitt Street	btwn Montgomery St & Madison St	21	14	10	10	8
43	N Pitt Street	btwn Madison St & Wythe St	25	16	14	15	17
44	N Pitt Street	btwn Wythe St & Pendleton St	26	N/A	N/A	N/A	N/A
45	N Pitt Street	btwn Pendleton St & Oronoco St	22	8	7	6	6
46	N Royal Street	btwn Bashford Ln & 3rd St	18	8	6	11	7
47	N Royal Street	btwn 3rd St & 2nd St	28	13	11	14	14
48	N Royal Street	btwn 2nd St & First St	25	9	12	15	2
49	N Royal Street	btwn First St & Montgomery St	30	11	15	11	10
50	N Royal Street	btwn Montgomery St & Madison St	28	28	26	27	18
51	N Royal Street	btwn Madison St & Wythe St	27	16	17	11	10
52	N Royal Street	btwn Wythe St & Pendleton St	31	6	5	7	6
53	N Royal Street	btwn Pendleton St & Oronoco St	26	12	14	12	13
54	N Fairfax Street	btwn 3rd St & 2nd St	25	5	7	6	15
55	N Fairfax Street	btwn 2nd St & First St	10	3	3	3	2
56	N Fairfax Street	btwn First St & Montgomery St	27	0	0	1	5
57	N Fairfax Street	btwn Montgomery St & Madison St	30	22	25	15	6
58	N Fairfax Street	btwn Madison St & Wythe St	22	10	13	8	4
59	N Fairfax Street	btwn Wythe St & Pendleton St	14	14	14	9	0
60	N Fairfax Street	btwn Pendleton St & Oronoco St	28	17	17	9	13
61	N Union Street	btwn Pendleton St & Oronoco St	12	10	12	11	11

Total Occupancy Old Town North	1159	587	584	566	509
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Edens Parking Study using 6/2/2015 counts

Old Colony Parking Study using 6/16/2015 counts

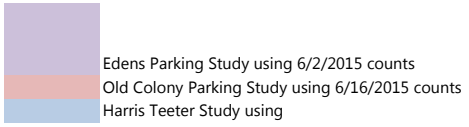
Harris Teeter Parking Study using 2011 counts; Study data collection did not include Friday

Data Collection May 20, 2016 counts

Robinson Terminal North Parking Study using 5/15/2014, 5/16/2014, 5/17/2016 counts

OLD TOWN NORTH AREA ON-STREET OCCUPANCY - FRIDAY

	Street	Segment	6:00 PM	7:00 PM	8:00 PM	9:00 PM	Average Occupancy by Block
1	Slaters Lane	E. Abingdon Dr to Driveway Entrance	33%	33%	33%	17%	29%
2	Slaters Lane	Driveway Entrance to Dead End	14%	14%	14%	14%	14%
3	Bashford Lane	btwn E Abingdon Dr & N Pitt St	74%	84%	92%	95%	86%
4	Bashford Lane	btwn N Pitt St & N Royal St	14%	23%	18%	23%	19%
5	3rd Street	btwn N Royal St & N Fairfax St	26%	39%	57%	52%	43%
6	2nd Street	btwn N St Asaph St & N Pitt St	74%	63%	68%	74%	70%
7	2nd Street	btwn N Pitt St & N Royal St	31%	56%	56%	63%	52%
8	2nd Street	btwn N Royal St & N Fairfax St	35%	35%	35%	29%	34%
9	First Street	btwn N Washington St & N St Asaph St	36%	43%	21%	29%	32%
10	First Street	btwn N St Asaph St & N Pitt St	50%	63%	63%	63%	59%
11	First Street	btwn N Royal St & N Fairfax St	68%	27%	27%	18%	35%
12	Canal Center Plaza	N. Fairfax St to Mt. Vernon Trail	56%	63%	75%	56%	63%
13	Montgomery Street	btwn N Washington St & N St Asaph St	57%	43%	57%	29%	46%
14	Montgomery Street	btwn N St Asaph St & N Pitt St	48%	43%	57%	43%	48%
15	Montgomery Street	btwn N Pitt St & N Royal St	45%	40%	35%	35%	39%
16	Montgomery Street	btwn N Royal St & N Fairfax St	78%	74%	39%	26%	54%
17	Montgomery Street	btwn N Fairfax St & Mt Vernon Trail	75%	70%	75%	70%	73%
18	Montgomery Street	Mt. Vernon Trail to Dead End	58%	74%	79%	79%	72%
19	Madison Street	btwn N Washington St & N St Asaph St	75%	50%	58%	58%	60%
20	Madison Street	btwn N St Asaph St & N Pitt St	67%	86%	81%	48%	70%
21	Madison Street	btwn N Pitt St & N Royal St	79%	64%	57%	50%	63%
22	Madison Street	btwn N Royal St & N Fairfax St	95%	100%	59%	45%	75%
23	Madison Street	btwn N Fairfax St & Mt Vernon Trail	79%	71%	64%	64%	70%
24	Madison Street	East of Mt Vernon Trail	68%	32%	34%	32%	41%
25	Wythe Street	btwn N Washington St & N Royal St	N/A	N/A	N/A	N/A	N/A
26	Wythe Street	btwn N Royal St & N Fairfax St	92%	85%	85%	77%	7%
62	Pendleton Street	btwn N Washington St & St. Asaph St	N/A	N/A	N/A	N/A	N/A
27	Pendleton Street	btwn St. Asaph St & Pitt St	29%	33%	33%	29%	31%
63	Pendleton Street	btwn N Pitt St & N Royal St	N/A	N/A	N/A	N/A	N/A
28	Pendleton Street	btwn N Royal St & N Fairfax St	90%	85%	60%	55%	73%
29	Pendleton Street	btwn N Fairfax St & N Union St	37%	59%	59%	56%	53%
30	N Washington Street	btwn Madison St & Wythe St	0%	0%	0%	0%	0%
31	N Washington Street	btwn Wythe St & Pendleton St	7%	0%	0%	7%	3%
32	N Washington Street	btwn Pendleton St & Oronoco St	0%	0%	0%	0%	0%
33	N Saint Asaph Street	btwn First Street & Montgomery Street	63%	69%	69%	75%	69%
34	N Saint Asaph Street	btwn Montgomery St & Madison St	76%	80%	80%	72%	77%
35	N Saint Asaph Street	btwn Madison St & Wythe St	71%	43%	50%	36%	50%
36	N Saint Asaph Street	btwn Wythe St & Pendleton St	N/A	N/A	N/A	N/A	N/A
37	N Saint Asaph Street	btwn Pendleton St & Oronoco St	43%	43%	40%	40%	42%
38	N Pitt Street	btwn Bashford Ln & Bellvue Pl	50%	75%	80%	85%	73%
39	N Pitt Street	btwn Bellvue Pl & 2nd St	85%	89%	96%	96%	92%
40	N Pitt Street	btwn 2nd St & First St	31%	28%	38%	38%	34%
41	N Pitt Street	btwn First Street & Montgomery Street	30%	20%	25%	30%	26%
42	N Pitt Street	btwn Montgomery St & Madison St	67%	48%	48%	38%	50%
43	N Pitt Street	btwn Madison St & Wythe St	64%	56%	60%	68%	62%
44	N Pitt Street	btwn Wythe St & Pendleton St	N/A	N/A	N/A	N/A	N/A
45	N Pitt Street	btwn Pendleton St & Oronoco St	36%	32%	27%	27%	31%
46	N Royal Street	btwn Bashford Ln & 3rd St	44%	33%	61%	39%	44%
47	N Royal Street	btwn 3rd St & 2nd St	46%	39%	50%	50%	46%
48	N Royal Street	btwn 2nd St & First St	36%	48%	60%	8%	38%
49	N Royal Street	btwn First St & Montgomery St	37%	50%	37%	33%	39%
50	N Royal Street	btwn Montgomery St & Madison St	100%	93%	96%	64%	88%
51	N Royal Street	btwn Madison St & Wythe St	59%	63%	41%	37%	50%
52	N Royal Street	btwn Wythe St & Pendleton St	19%	16%	23%	19%	19%
53	N Royal Street	btwn Pendleton St & Oronoco St	46%	54%	46%	50%	49%
54	N Fairfax Street	btwn 3rd St & 2nd St	20%	28%	24%	60%	33%
55	N Fairfax Street	btwn 2nd St & First St	30%	30%	30%	20%	28%
56	N Fairfax Street	btwn First St & Montgomery St	0%	0%	4%	19%	6%
57	N Fairfax Street	btwn Montgomery St & Madison St	73%	83%	50%	20%	57%
58	N Fairfax Street	btwn Madison St & Wythe St	45%	59%	36%	18%	40%
59	N Fairfax Street	btwn Wythe St & Pendleton St	100%	100%	64%	0%	66%
60	N Fairfax Street	btwn Pendleton St & Oronoco St	61%	61%	32%	46%	50%
61	N Union Street	btwn Pendleton St & Oronoco St	83%	100%	92%	92%	92%
	Total Occupancy Old Town North		51%	50%	49%	44%	48%



OLD TOWN NORTH AREA ON-STREET OCCUPANCY BY BLOCK - SATURDAY

	Street	Segment	Supply	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
1	Slaters Lane	E. Abingdon Dr to Driveway Entrance	6	0	1	1	1	1
2	Slaters Lane	Driveway Entrance to Dead End	14	5	4	2	1	3
3	Bashford Lane	btwn E Abingdon Dr & N Pitt St	38	30	30	32	31	32
4	Bashford Lane	btwn N Pitt St & N Royal St	22	3	3	3	2	3
5	3rd Street	btwn N Royal St & N Fairfax St	23	5	5	2	2	2
6	2nd Street	btwn N St Asaph St & N Pitt St	19	9	10	10	12	12
7	2nd Street	btwn N Pitt St & N Royal St	16	12	12	12	10	11
8	2nd Street	btwn N Royal St & N Fairfax St	17	6	6	5	5	6
9	First Street	btwn N Washington St & N St Asaph St	14	6	4	2	3	3
10	First Street	btwn N St Asaph St & N Pitt St	8	5	5	5	4	7
11	First Street	btwn N Royal St & N Fairfax St	22	8	11	6	5	5
12	Canal Center Plaza	N. Fairfax St to Mt. Vernon Trail	16	5	5	4	3	1
13	Montgomery Street	btwn N Washington St & N St Asaph St	7	7	6	6	4	3
14	Montgomery Street	btwn N St Asaph St & N Pitt St	21	4	5	6	6	8
15	Montgomery Street	btwn N Pitt St & N Royal St	20	10	8	7	9	12
16	Montgomery Street	btwn N Royal St & N Fairfax St	23	16	16	16	15	15
17	Montgomery Street	btwn N Fairfax St & Mt Vernon Trail	20	16	15	13	12	14
18	Montgomery Street	Mt. Vernon Trail to Dead End	19	12	15	14	13	13
19	Madison Street	btwn N Washington St & N St Asaph St	12	12	10	8	7	5
20	Madison Street	btwn N St Asaph St & N Pitt St	21	18	18	19	18	16
21	Madison Street	btwn N Pitt St & N Royal St	14	10	9	10	10	9
22	Madison Street	btwn N Royal St & N Fairfax St	22	20	20	20	17	19
23	Madison Street	btwn N Fairfax St & Mt Vernon Trail	14	8	11	13	10	12
24	Madison Street	East of Mt Vernon Trail	38	19	20	15	13	17
25	Wythe Street	btwn N Washington St & N Royal St	59	8	20	14	15	11
26	Wythe Street	btwn N Royal St & N Fairfax St	13	10	10	11	13	10
27	Pendleton Street	btwn N Washington St & N Royal St	44	16	18	20	24	26
28	Pendleton Street	btwn N Royal St & N Fairfax St	20	9	9	9	10	7
29	Pendleton Street	btwn N Fairfax St & N Union St	27	20	22	21	16	22
30	N Washington Street	btwn Madison St & Wythe St	16	11	9	9	9	3
31	N Washington Street	btwn Wythe St & Pendleton St	15	6	7	10	10	9
32	N Washington Street	btwn Pendleton St & Oronoco St	29	5	5	3	5	5
33	N Saint Asaph Street	btwn First Street & Montgomery Street	16	8	8	8	10	10
34	N Saint Asaph Street	btwn Montgomery St & Madison St	25	19	18	18	18	16
35	N Saint Asaph Street	btwn Madison St & Wythe St	14	12	10	10	9	9
36	N Saint Asaph Street	btwn Wythe St & Pendleton St	24	16	15	11	10	12
37	N Saint Asaph Street	btwn Pendleton St & Oronoco St	30	21	16	19	17	23
38	N Pitt Street	btwn Bashford Ln & Bellvue Pl	20	17	17	16	17	18
39	N Pitt Street	btwn Bellvue Pl & 2nd St	27	19	20	19	22	24
40	N Pitt Street	btwn 2nd St & First St	32	9	10	12	12	12
41	N Pitt Street	btwn First Street & Montgomery Street	20	8	9	5	4	4
42	N Pitt Street	btwn Montgomery St & Madison St	21	17	19	17	15	15
43	N Pitt Street	btwn Madison St & Wythe St	25	11	11	15	13	13
44	N Pitt Street	btwn Wythe St & Pendleton St	26	10	11	11	14	14
45	N Pitt Street	btwn Pendleton St & Oronoco St	22	6	5	8	6	8
46	N Royal Street	btwn Bashford Ln & 3rd St	18	4	4	6	4	5
47	N Royal Street	btwn 3rd St & 2nd St	28	12	10	9	14	14
48	N Royal Street	btwn 2nd St & First St	25	15	11	14	14	15
49	N Royal Street	btwn First St & Montgomery St	30	12	12	12	12	9
50	N Royal Street	btwn Montgomery St & Madison St	28	25	20	21	20	11
51	N Royal Street	btwn Madison St & Wythe St	27	13	9	11	11	10
52	N Royal Street	btwn Wythe St & Pendleton St	31	11	7	7	7	3
53	N Royal Street	btwn Pendleton St & Oronoco St	26	15	17	13	16	15
54	N Fairfax Street	btwn 3rd St & 2nd St	25	12	6	3	4	7
55	N Fairfax Street	btwn 2nd St & First St	10	6	4	5	4	3
56	N Fairfax Street	btwn First St & Montgomery St	27	9	3	3	4	6
57	N Fairfax Street	btwn Montgomery St & Madison St	30	27	29	26	25	16
58	N Fairfax Street	btwn Madison St & Wythe St	22	14	15	11	8	3
59	N Fairfax Street	btwn Wythe St & Pendleton St	14	5	3	2	2	3
60	N Fairfax Street	btwn Pendleton St & Oronoco St	28	14	16	11	7	6
61	N Union Street	btwn Pendleton St & Oronoco St	12	12	11	11	12	11
	Total Occupancy Old Town North		1159	640	624	597	599	578

Edens Parking Study using 6/2/2015 counts

Old Colony Parking Study using 6/16/2015 counts

Harris Teeter Parking Study using 2011 counts; Study data collection ended at 5pm on Saturday evening

Data collection May 21, 2016 counts

Robinson Terminal North Parking Study using 5/15/2014, 5/16/2014, 5/17/2016 counts

OLD TOWN NORTH AREA ON-STREET OCCUPANCY BY BLOCK - SATURDAY

	Street	Segment	Supply	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Slaters Lane	E. Abingdon Dr to Driveway Entrance	6	1	1	1	1	3
2	Slaters Lane	Driveway Entrance to Dead End	14	1	1	3	3	0
3	Bashford Lane	btwn E Abingdon Dr & N Pitt St	38	31	32	31	32	32
4	Bashford Lane	btwn N Pitt St & N Royal St	22	4	3	5	4	6
5	3rd Street	btwn N Royal St & N Fairfax St	23	2	3	8	9	3
6	2nd Street	btwn N St Asaph St & N Pitt St	19	11	14	13	14	14
7	2nd Street	btwn N Pitt St & N Royal St	16	11	12	12	12	12
8	2nd Street	btwn N Royal St & N Fairfax St	17	6	5	6	5	4
9	First Street	btwn N Washington St & N St Asaph St	14	3	7	4	4	2
10	First Street	btwn N St Asaph St & N Pitt St	8	7	6	6	4	3
11	First Street	btwn N Royal St & N Fairfax St	22	4	2	3	3	3
12	Canal Center Plaza	N. Fairfax St to Mt. Vernon Trail	16	2	1	1	5	3
13	Montgomery Street	btwn N Washington St & N St Asaph St	7	3	3	5	4	4
14	Montgomery Street	btwn N St Asaph St & N Pitt St	21	3	3	3	2	4
15	Montgomery Street	btwn N Pitt St & N Royal St	20	9	7	7	5	4
16	Montgomery Street	btwn N Royal St & N Fairfax St	23	14	17	19	18	16
17	Montgomery Street	btwn N Fairfax St & Mt Vernon Trail	20	19	18	16	19	14
18	Montgomery Street	Mt. Vernon Trail to Dead End	19	13	11	13	12	11
19	Madison Street	btwn N Washington St & N St Asaph St	12	5	7	8	5	5
20	Madison Street	btwn N St Asaph St & N Pitt St	21	16	17	17	15	15
21	Madison Street	btwn N Pitt St & N Royal St	14	8	8	9	7	5
22	Madison Street	btwn N Royal St & N Fairfax St	22	15	19	20	18	15
23	Madison Street	btwn N Fairfax St & Mt Vernon Trail	14	10	8	2	4	5
24	Madison Street	East of Mt Vernon Trail	38	16	12	10	9	10
25	Wythe Street	btwn N Washington St & N Royal St	59	7	N/A	N/A	N/A	N/A
26	Wythe Street	btwn N Royal St & N Fairfax St	13	10	12	9	11	11
27	Pendleton Street	btwn N Washington St & N Royal St	44	22	N/A	N/A	N/A	N/A
28	Pendleton Street	btwn N Royal St & N Fairfax St	20	7	9	6	5	3
29	Pendleton Street	btwn N Fairfax St & N Union St	27	21	25	25	21	14
30	N Washington Street	btwn Madison St & Wythe St	16	2	0	1	0	0
31	N Washington Street	btwn Wythe St & Pendleton St	15	6	4	2	0	0
32	N Washington Street	btwn Pendleton St & Oronoco St	29	4	5	2	1	1
33	N Saint Asaph Street	btwn First Street & Montgomery Street	16	9	11	11	13	14
34	N Saint Asaph Street	btwn Montgomery St & Madison St	25	15	13	17	19	17
35	N Saint Asaph Street	btwn Madison St & Wythe St	14	7	11	11	9	6
36	N Saint Asaph Street	btwn Wythe St & Pendleton St	24	13	0	0	0	0
37	N Saint Asaph Street	btwn Pendleton St & Oronoco St	30	17	17	15	15	14
38	N Pitt Street	btwn Bashford Ln & Bellvue Pl	20	15	18	16	16	17
39	N Pitt Street	btwn Bellvue Pl & 2nd St	27	27	25	23	22	24
40	N Pitt Street	btwn 2nd St & First St	32	13	15	15	14	14
41	N Pitt Street	btwn First Street & Montgomery Street	20	4	4	4	4	4
42	N Pitt Street	btwn Montgomery St & Madison St	21	17	17	14	19	19
43	N Pitt Street	btwn Madison St & Wythe St	25	15	17	17	14	14
44	N Pitt Street	btwn Wythe St & Pendleton St	26	12	0	0	1	0
45	N Pitt Street	btwn Pendleton St & Oronoco St	22	10	9	8	7	9
46	N Royal Street	btwn Bashford Ln & 3rd St	18	5	3	2	4	4
47	N Royal Street	btwn 3rd St & 2nd St	28	14	14	13	13	13
48	N Royal Street	btwn 2nd St & First St	25	16	16	16	20	19
49	N Royal Street	btwn First St & Montgomery St	30	9	8	7	7	7
50	N Royal Street	btwn Montgomery St & Madison St	28	10	9	11	11	10
51	N Royal Street	btwn Madison St & Wythe St	27	8	16	15	12	8
52	N Royal Street	btwn Wythe St & Pendleton St	31	4	6	3	6	5
53	N Royal Street	btwn Pendleton St & Oronoco St	26	13	17	17	14	14
54	N Fairfax Street	btwn 3rd St & 2nd St	25	16	20	20	18	10
55	N Fairfax Street	btwn 2nd St & First St	10	5	5	7	4	1
56	N Fairfax Street	btwn First St & Montgomery St	27	1	2	2	4	7
57	N Fairfax Street	btwn Montgomery St & Madison St	30	20	12	9	8	9
58	N Fairfax Street	btwn Madison St & Wythe St	22	6	9	6	7	7
59	N Fairfax Street	btwn Wythe St & Pendleton St	14	3	2	1	2	0
60	N Fairfax Street	btwn Pendleton St & Oronoco St	28	3	13	10	12	12
61	N Union Street	btwn Pendleton St & Oronoco St	12	10	12	12	12	9

Total Occupancy Old Town North	1159	556	520	506	496	460
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Edens Parking Study using 6/2/2015 counts

Old Colony Parking Study using 6/16/2015 counts

Harris Teeter Parking Study using 2011 counts; Study data collection ended at 5pm on Saturday evening

Data collection May 21, 2016 counts

Robinson Terminal North Parking Study using 5/15/2014, 5/16/2014, 5/17/2016 counts

OLD TOWN NORTH OCCUPANCY BY BLOCK - SATURDAY

Street	Segment	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
1 Slaters Lane	E. Abingdon Dr to Driveway Entrance	0%	17%	17%	17%	17%
2 Slaters Lane	Driveway Entrance to Dead End	36%	29%	14%	7%	21%
3 Bashford Lane	btwn E Abingdon Dr & N Pitt St	79%	79%	84%	82%	84%
4 Bashford Lane	btwn N Pitt St & N Royal St	14%	14%	14%	9%	14%
5 3rd Street	btwn N Royal St & N Fairfax St	22%	22%	9%	9%	9%
6 2nd Street	btwn N St Asaph St & N Pitt St	47%	53%	53%	63%	63%
7 2nd Street	btwn N Pitt St & N Royal St	75%	75%	75%	63%	69%
8 2nd Street	btwn N Royal St & N Fairfax St	35%	35%	29%	29%	35%
9 First Street	btwn N Washington St & N St Asaph St	43%	29%	14%	21%	21%
10 First Street	btwn N St Asaph St & N Pitt St	63%	63%	63%	50%	88%
11 First Street	btwn N Royal St & N Fairfax St	36%	50%	27%	23%	23%
12 Canal Center Plaza	N. Fairfax St to Mt. Vernon Trail	31%	31%	25%	19%	6%
13 Montgomery Street	btwn N Washington St & N St Asaph St	100%	86%	86%	57%	43%
14 Montgomery Street	btwn N St Asaph St & N Pitt St	19%	24%	29%	29%	38%
15 Montgomery Street	btwn N Pitt St & N Royal St	50%	40%	35%	45%	60%
16 Montgomery Street	btwn N Royal St & N Fairfax St	70%	70%	70%	65%	65%
17 Montgomery Street	btwn N Fairfax St & Mt Vernon Trail	80%	75%	65%	60%	70%
18 Montgomery Street	Mt. Vernon Trail to Dead End	63%	79%	74%	68%	68%
19 Madison Street	btwn N Washington St & N St Asaph St	100%	83%	67%	58%	42%
20 Madison Street	btwn N St Asaph St & N Pitt St	86%	86%	90%	86%	76%
21 Madison Street	btwn N Pitt St & N Royal St	71%	64%	71%	71%	64%
22 Madison Street	btwn N Royal St & N Fairfax St	91%	91%	91%	77%	86%
23 Madison Street	btwn N Fairfax St & Mt Vernon Trail	57%	79%	93%	71%	86%
24 Madison Street	East of Mt Vernon Trail	50%	53%	39%	34%	45%
25 Wythe Street	btwn N Washington St & N Royal St	14%	34%	24%	25%	19%
26 Wythe Street	btwn N Royal St & N Fairfax St	77%	77%	85%	100%	77%
27 Pendleton Street	btwn N Washington St & N Royal St	36%	41%	45%	55%	59%
28 Pendleton Street	btwn N Royal St & N Fairfax St	45%	45%	45%	50%	35%
29 Pendleton Street	btwn N Fairfax St & N Union St	74%	81%	78%	59%	81%
30 N Washington Street	btwn Madison St & Wythe St	69%	56%	56%	56%	19%
31 N Washington Street	btwn Wythe St & Pendleton St	40%	47%	67%	67%	60%
32 N Washington Street	btwn Pendleton St & Oronoco St	17%	17%	10%	17%	17%
33 N Saint Asaph Street	btwn First Street & Montgomery Street	50%	50%	50%	63%	63%
34 N Saint Asaph Street	btwn Montgomery St & Madison St	76%	72%	72%	72%	64%
35 N Saint Asaph Street	btwn Madison St & Wythe St	86%	71%	71%	64%	64%
36 N Saint Asaph Street	btwn Wythe St & Pendleton St	67%	63%	46%	42%	50%
37 N Saint Asaph Street	btwn Pendleton St & Oronoco St	70%	53%	63%	57%	77%
38 N Pitt Street	btwn Bashford Ln & Bellvue Pl	85%	85%	80%	85%	90%
39 N Pitt Street	btwn Bellvue Pl & 2nd St	70%	74%	70%	81%	89%
40 N Pitt Street	btwn 2nd St & First St	28%	31%	38%	38%	38%
41 N Pitt Street	btwn First Street & Montgomery Street	40%	45%	25%	20%	20%
42 N Pitt Street	btwn Montgomery St & Madison St	81%	90%	81%	71%	71%
43 N Pitt Street	btwn Madison St & Wythe St	44%	44%	60%	52%	52%
44 N Pitt Street	btwn Wythe St & Pendleton St	38%	42%	42%	54%	54%
45 N Pitt Street	btwn Pendleton St & Oronoco St	27%	23%	36%	27%	36%
46 N Royal Street	btwn Bashford Ln & 3rd St	22%	22%	33%	22%	28%
47 N Royal Street	btwn 3rd St & 2nd St	43%	36%	32%	50%	50%
48 N Royal Street	btwn 2nd St & First St	60%	44%	56%	56%	60%
49 N Royal Street	btwn First St & Montgomery St	40%	40%	40%	40%	30%
50 N Royal Street	btwn Montgomery St & Madison St	89%	71%	75%	71%	39%
51 N Royal Street	btwn Madison St & Wythe St	48%	33%	41%	41%	37%
52 N Royal Street	btwn Wythe St & Pendleton St	35%	23%	23%	23%	10%
53 N Royal Street	btwn Pendleton St & Oronoco St	58%	65%	50%	62%	58%
54 N Fairfax Street	btwn 3rd St & 2nd St	48%	24%	12%	16%	28%
55 N Fairfax Street	btwn 2nd St & First St	60%	40%	50%	40%	30%
56 N Fairfax Street	btwn First St & Montgomery St	33%	11%	11%	15%	22%
57 N Fairfax Street	btwn Montgomery St & Madison St	90%	97%	87%	83%	53%
58 N Fairfax Street	btwn Madison St & Wythe St	64%	68%	50%	36%	14%
59 N Fairfax Street	btwn Wythe St & Pendleton St	36%	21%	14%	14%	21%
60 N Fairfax Street	btwn Pendleton St & Oronoco St	50%	57%	39%	25%	21%
61 N Union Street	btwn Pendleton St & Oronoco St	100%	92%	92%	100%	92%
Total Occupancy Old Town North		55%	54%	52%	52%	50%

OLD TOWN NORTH OCCUPANCY BY BLOCK - SATURDAY								
			5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	Average Occupancy by Block
1	Slaters Lane	E. Abingdon Dr to Driveway Entrance	17%	17%	17%	17%	50%	18%
2	Slaters Lane	Driveway Entrance to Dead End	7%	7%	21%	21%	0%	16%
3	Bashford Lane	btwn E Abingdon Dr & N Pitt St	82%	84%	82%	84%	84%	82%
4	Bashford Lane	btwn N Pitt St & N Royal St	18%	14%	23%	18%	27%	16%
5	3rd Street	btwn N Royal St & N Fairfax St	9%	13%	35%	39%	13%	18%
6	2nd Street	btwn N St Asaph St & N Pitt St	58%	74%	68%	74%	74%	63%
7	2nd Street	btwn N Pitt St & N Royal St	69%	75%	75%	75%	75%	73%
8	2nd Street	btwn N Royal St & N Fairfax St	35%	29%	35%	29%	24%	32%
9	First Street	btwn N Washington St & N St Asaph St	21%	50%	29%	29%	14%	27%
10	First Street	btwn N St Asaph St & N Pitt St	88%	75%	75%	50%	38%	65%
11	First Street	btwn N Royal St & N Fairfax St	18%	9%	14%	14%	14%	23%
12	Canal Center Plaza	N. Fairfax St to Mt. Vernon Trail	13%	6%	6%	31%	19%	19%
13	Montgomery Street	btwn N Washington St & N St Asaph St	43%	43%	71%	57%	57%	64%
14	Montgomery Street	btwn N St Asaph St & N Pitt St	14%	14%	14%	10%	19%	21%
15	Montgomery Street	btwn N Pitt St & N Royal St	45%	35%	35%	25%	20%	39%
16	Montgomery Street	btwn N Royal St & N Fairfax St	61%	74%	83%	78%	70%	70%
17	Montgomery Street	btwn N Fairfax St & Mt Vernon Trail	95%	90%	80%	95%	70%	78%
18	Montgomery Street	Mt. Vernon Trail to Dead End	68%	58%	68%	63%	58%	67%
19	Madison Street	btwn N Washington St & N St Asaph St	42%	58%	67%	42%	42%	60%
20	Madison Street	btwn N St Asaph St & N Pitt St	76%	81%	81%	71%	71%	80%
21	Madison Street	btwn N Pitt St & N Royal St	57%	57%	64%	50%	36%	61%
22	Madison Street	btwn N Royal St & N Fairfax St	68%	86%	91%	82%	68%	83%
23	Madison Street	btwn N Fairfax St & Mt Vernon Trail	71%	57%	14%	29%	36%	59%
24	Madison Street	East of Mt Vernon Trail	42%	32%	26%	24%	26%	37%
25	Wythe Street	btwn N Washington St & N Royal St	12%	N/A	N/A	N/A	N/A	21%
26	Wythe Street	btwn N Royal St & N Fairfax St	77%	92%	69%	85%	85%	82%
27	Pendleton Street	btwn N Washington St & N Royal St	50%	N/A	N/A	N/A	N/A	48%
28	Pendleton Street	btwn N Royal St & N Fairfax St	35%	45%	30%	25%	15%	37%
29	Pendleton Street	btwn N Fairfax St & N Union St	78%	93%	93%	78%	52%	77%
30	N Washington Street	btwn Madison St & Wythe St	13%	0%	6%	0%	0%	28%
31	N Washington Street	btwn Wythe St & Pendleton St	40%	27%	13%	0%	0%	36%
32	N Washington Street	btwn Pendleton St & Oronoco St	14%	17%	7%	3%	3%	12%
33	N Saint Asaph Street	btwn First Street & Montgomery Street	56%	69%	69%	81%	88%	64%
34	N Saint Asaph Street	btwn Montgomery St & Madison St	60%	52%	68%	76%	68%	68%
35	N Saint Asaph Street	btwn Madison St & Wythe St	50%	79%	79%	64%	43%	67%
36	N Saint Asaph Street	btwn Wythe St & Pendleton St	54%	0%	0%	2%	0%	32%
37	N Saint Asaph Street	btwn Pendleton St & Oronoco St	57%	57%	50%	50%	47%	58%
38	N Pitt Street	btwn Bashford Ln & Bellvue Pl	75%	90%	80%	80%	85%	84%
39	N Pitt Street	btwn Bellvue Pl & 2nd St	100%	93%	85%	81%	89%	83%
40	N Pitt Street	btwn 2nd St & First St	41%	47%	47%	44%	44%	39%
41	N Pitt Street	btwn First Street & Montgomery Street	20%	20%	20%	20%	20%	25%
42	N Pitt Street	btwn Montgomery St & Madison St	81%	81%	67%	90%	90%	80%
43	N Pitt Street	btwn Madison St & Wythe St	60%	68%	68%	56%	56%	56%
44	N Pitt Street	btwn Wythe St & Pendleton St	46%	0%	0%	2%	0%	28%
45	N Pitt Street	btwn Pendleton St & Oronoco St	45%	41%	36%	32%	41%	35%
46	N Royal Street	btwn Bashford Ln & 3rd St	28%	17%	11%	22%	22%	23%
47	N Royal Street	btwn 3rd St & 2nd St	50%	50%	46%	46%	46%	45%
48	N Royal Street	btwn 2nd St & First St	64%	64%	64%	80%	76%	62%
49	N Royal Street	btwn First St & Montgomery St	30%	27%	23%	23%	23%	32%
50	N Royal Street	btwn Montgomery St & Madison St	36%	32%	39%	39%	36%	53%
51	N Royal Street	btwn Madison St & Wythe St	30%	59%	56%	44%	30%	42%
52	N Royal Street	btwn Wythe St & Pendleton St	13%	19%	10%	19%	16%	19%
53	N Royal Street	btwn Pendleton St & Oronoco St	50%	65%	65%	54%	54%	58%
54	N Fairfax Street	btwn 3rd St & 2nd St	64%	80%	80%	72%	40%	46%
55	N Fairfax Street	btwn 2nd St & First St	50%	50%	70%	40%	10%	44%
56	N Fairfax Street	btwn First St & Montgomery St	4%	7%	7%	15%	26%	15%
57	N Fairfax Street	btwn Montgomery St & Madison St	67%	40%	30%	27%	30%	60%
58	N Fairfax Street	btwn Madison St & Wythe St	27%	41%	27%	32%	32%	39%
59	N Fairfax Street	btwn Wythe St & Pendleton St	21%	14%	7%	14%	0%	16%
60	N Fairfax Street	btwn Pendleton St & Oronoco St	11%	46%	36%	43%	43%	37%
61	N Union Street	btwn Pendleton St & Oronoco St	83%	100%	100%	100%	75%	93%
Total Occupancy Old Town North			48%	45%	44%	43%	40%	48%

APPENDIX C: STREETLIGHT DATA





ArlingtonCo

DistrictofColumbia

CityofAlexandria

SlatersLn_FirstSt

NAbingdonDr_PendletonSt

FirstSt_PendletonSt

RetailCorridor

PendletonSt_KingSt_West

PendletonSt_KingSt_East

FairfaxCounty

Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)	Destination Zone Traffic (StL Index)	Ratio of O-D Traffic to Origin Zone	Ratio of O-D Traffic to Destination Zone	Avg Trip Duration (sec)
ArlingtonCo	ArlingtonCo	1: Average Weekday (M-Th)	0: All Day (12am-12am)	542998	1287545	1276910	42.17%	42.52%	569
ArlingtonCo	ArlingtonCo	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	135878	332300	335131	40.89%	40.54%	568
ArlingtonCo	ArlingtonCo	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	141255	327919	315145	43.08%	44.82%	572
ArlingtonCo	ArlingtonCo	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	179783	424860	390829	42.32%	46.00%	575
CityofAlexandria	ArlingtonCo	1: Average Weekday (M-Th)	0: All Day (12am-12am)	92211	741493	1276910	12.44%	7.22%	927
CityofAlexandria	ArlingtonCo	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	28855	189792	335131	15.20%	8.61%	1002
CityofAlexandria	ArlingtonCo	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	25002	205669	315145	12.16%	7.93%	902
CityofAlexandria	ArlingtonCo	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	24117	237381	390829	10.16%	6.17%	923
DistrictofColumbia	ArlingtonCo	1: Average Weekday (M-Th)	0: All Day (12am-12am)	214342	3395900	1276910	6.31%	16.79%	1135
DistrictofColumbia	ArlingtonCo	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	38142	661643	335131	5.76%	11.38%	1184
DistrictofColumbia	ArlingtonCo	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	47803	894246	315145	5.35%	15.17%	1077
DistrictofColumbia	ArlingtonCo	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	85047	1252195	390829	6.79%	21.76%	1216
FairfaxCounty	ArlingtonCo	1: Average Weekday (M-Th)	0: All Day (12am-12am)	260130	6112351	1276910	4.26%	20.37%	1478
FairfaxCounty	ArlingtonCo	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	80115	1392876	335131	5.75%	23.91%	1744
FairfaxCounty	ArlingtonCo	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	61671	1704674	315145	3.62%	19.57%	1299
FairfaxCounty	ArlingtonCo	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	74931	2128144	390829	3.52%	19.17%	1470
FirstSt_PendletonSt	ArlingtonCo	1: Average Weekday (M-Th)	0: All Day (12am-12am)	1600	11474	1276910	13.94%	0.13%	949
FirstSt_PendletonSt	ArlingtonCo	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	839	3686	335131	22.76%	0.25%	1002
FirstSt_PendletonSt	ArlingtonCo	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	308	2994	315145	10.29%	0.10%	925
FirstSt_PendletonSt	ArlingtonCo	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	293	3497	390829	8.38%	0.07%	877
NABingdonDr_PendletonSt	ArlingtonCo	1: Average Weekday (M-Th)	0: All Day (12am-12am)	3202	29713	1276910	10.78%	0.25%	993
NABingdonDr_PendletonSt	ArlingtonCo	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	825	6998	335131	11.79%	0.25%	1146
NABingdonDr_PendletonSt	ArlingtonCo	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	972	8836	315145	11.00%	0.31%	996
NABingdonDr_PendletonSt	ArlingtonCo	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	1007	10018	390829	10.05%	0.26%	907
PendletonSt_KingSt_East	ArlingtonCo	1: Average Weekday (M-Th)	0: All Day (12am-12am)	2726	27589	1276910	9.88%	0.21%	1195
PendletonSt_KingSt_East	ArlingtonCo	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	889	5315	335131	16.73%	0.27%	1171
PendletonSt_KingSt_East	ArlingtonCo	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	779	7889	315145	9.87%	0.25%	1164
PendletonSt_KingSt_East	ArlingtonCo	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	608	9118	390829	6.67%	0.16%	1270
PendletonSt_KingSt_West	ArlingtonCo	1: Average Weekday (M-Th)	0: All Day (12am-12am)	1829	17185	1276910	10.64%	0.14%	1111
PendletonSt_KingSt_West	ArlingtonCo	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	462	3773	335131	12.24%	0.14%	1251
PendletonSt_KingSt_West	ArlingtonCo	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	426	5045	315145	8.44%	0.14%	1089
PendletonSt_KingSt_West	ArlingtonCo	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	754	5951	390829	12.67%	0.19%	1055
RetailCorridor	ArlingtonCo	1: Average Weekday (M-Th)	0: All Day (12am-12am)	467	5463	1276910	8.55%	0.04%	1031
RetailCorridor	ArlingtonCo	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	98	1377	335131	7.12%	0.03%	1111
RetailCorridor	ArlingtonCo	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	182	1645	315145	11.06%	0.06%	1033
RetailCorridor	ArlingtonCo	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	114	1518	390829	7.51%	0.03%	998
SlatersLn_FirstSt	ArlingtonCo	1: Average Weekday (M-Th)	0: All Day (12am-12am)	1326	6420	1276910	20.65%	0.10%	780
SlatersLn_FirstSt	ArlingtonCo	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	475	2056	335131	23.10%	0.14%	808
SlatersLn_FirstSt	ArlingtonCo	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	321	1722	315145	18.64%	0.10%	760
SlatersLn_FirstSt	ArlingtonCo	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	411	1990	390829	20.65%	0.11%	810
ArlingtonCo	CityofAlexandria	1: Average Weekday (M-Th)	0: All Day (12am-12am)	94560	1287545	737480	7.34%	12.82%	942
ArlingtonCo	CityofAlexandria	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	15697	332300	157171	4.72%	9.99%	909
ArlingtonCo	CityofAlexandria	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	25227	327919	199937	7.69%	12.62%	888
ArlingtonCo	CityofAlexandria	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	36502	424860	249292	8.59%	14.64%	1038
CityofAlexandria	CityofAlexandria	1: Average Weekday (M-Th)	0: All Day (12am-12am)	275812	741493	737480	37.20%	37.40%	592
CityofAlexandria	CityofAlexandria	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	59007	189792	157171	31.09%	37.54%	596
CityofAlexandria	CityofAlexandria	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	81101	205669	199937	39.43%	40.56%	582
CityofAlexandria	CityofAlexandria	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	97509	237381	249292	41.08%	39.11%	614
DistrictofColumbia	CityofAlexandria	1: Average Weekday (M-Th)	0: All Day (12am-12am)	70535	3395900	737480	2.08%	9.56%	1618
DistrictofColumbia	CityofAlexandria	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	7986	661643	157171	1.21%	5.08%	1575
DistrictofColumbia	CityofAlexandria	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	15569	894246	199937	1.74%	7.79%	1454
DistrictofColumbia	CityofAlexandria	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	29825	1252195	249292	2.38%	11.96%	1870
FairfaxCounty	CityofAlexandria	1: Average Weekday (M-Th)	0: All Day (12am-12am)	183468	6112351	737480	3.00%	24.88%	1209
FairfaxCounty	CityofAlexandria	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	49256	1392876	157171	3.54%	31.34%	1313
FairfaxCounty	CityofAlexandria	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	51002	1704674	199937	2.99%	25.51%	1125
FairfaxCounty	CityofAlexandria	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	56930	2128144	249292	2.68%	22.84%	1266

Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)	Destination Zone Traffic (StL Index)	Ratio of O-D Traffic to Origin Zone	Ratio of O-D Traffic to Destination Zone	Avg Trip Duration (sec)
FirstSt_PendletonSt	CityofAlexandria	1: Average Weekday (M-Th)	0: All Day (12am-12am)	4075	11474	737480	35.52%	0.55%	546
FirstSt_PendletonSt	CityofAlexandria	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	764	3686	157171	20.73%	0.49%	494
FirstSt_PendletonSt	CityofAlexandria	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	1281	2994	199937	42.79%	0.64%	561
FirstSt_PendletonSt	CityofAlexandria	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	1551	3497	249292	44.35%	0.62%	557
NAbingdonDr_PendletonSt	CityofAlexandria	1: Average Weekday (M-Th)	0: All Day (12am-12am)	10286	29713	737480	34.62%	1.39%	626
NAbingdonDr_PendletonSt	CityofAlexandria	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	1882	6998	157171	26.89%	1.20%	645
NAbingdonDr_PendletonSt	CityofAlexandria	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	3236	8836	199937	36.62%	1.62%	616
NAbingdonDr_PendletonSt	CityofAlexandria	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	3591	10018	249292	35.85%	1.44%	630
PendletonSt_KingSt_East	CityofAlexandria	1: Average Weekday (M-Th)	0: All Day (12am-12am)	9399	27589	737480	34.07%	1.27%	686
PendletonSt_KingSt_East	CityofAlexandria	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	1184	5315	157171	22.28%	0.75%	656
PendletonSt_KingSt_East	CityofAlexandria	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	2934	7889	199937	37.19%	1.47%	681
PendletonSt_KingSt_East	CityofAlexandria	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	3409	9118	249292	37.39%	1.37%	698
PendletonSt_KingSt_West	CityofAlexandria	1: Average Weekday (M-Th)	0: All Day (12am-12am)	6264	17185	737480	36.45%	0.85%	584
PendletonSt_KingSt_West	CityofAlexandria	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	917	3773	157171	24.30%	0.58%	621
PendletonSt_KingSt_West	CityofAlexandria	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	1867	5045	199937	37.01%	0.93%	556
PendletonSt_KingSt_West	CityofAlexandria	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	2456	5951	249292	41.27%	0.99%	597
RetailCorridor	CityofAlexandria	1: Average Weekday (M-Th)	0: All Day (12am-12am)	2538	5463	737480	46.46%	0.34%	648
RetailCorridor	CityofAlexandria	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	715	1377	157171	51.92%	0.45%	684
RetailCorridor	CityofAlexandria	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	704	1645	199937	42.80%	0.35%	624
RetailCorridor	CityofAlexandria	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	673	1518	249292	44.33%	0.27%	662
SlatersLn_FirstSt	CityofAlexandria	1: Average Weekday (M-Th)	0: All Day (12am-12am)	1810	6420	737480	28.19%	0.25%	534
SlatersLn_FirstSt	CityofAlexandria	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	364	2056	157171	17.70%	0.23%	561
SlatersLn_FirstSt	CityofAlexandria	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	510	1722	199937	29.62%	0.26%	577
SlatersLn_FirstSt	CityofAlexandria	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	692	1990	249292	34.77%	0.28%	520
ArlingtonCo	DistrictofColumbia	1: Average Weekday (M-Th)	0: All Day (12am-12am)	235440	1287545	3428664	18.29%	6.87%	1172
ArlingtonCo	DistrictofColumbia	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	92662	332300	971252	27.89%	9.54%	1252
ArlingtonCo	DistrictofColumbia	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	53784	327919	926814	16.40%	5.80%	1075
ArlingtonCo	DistrictofColumbia	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	62230	424860	986564	14.65%	6.31%	1190
CityofAlexandria	DistrictofColumbia	1: Average Weekday (M-Th)	0: All Day (12am-12am)	74498	741493	3428664	10.05%	2.17%	1706
CityofAlexandria	DistrictofColumbia	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	35056	189792	971252	18.47%	3.61%	1899
CityofAlexandria	DistrictofColumbia	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	17607	205669	926814	8.56%	1.90%	1493
CityofAlexandria	DistrictofColumbia	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	13250	237381	986564	5.58%	1.34%	1685
DistrictofColumbia	DistrictofColumbia	1: Average Weekday (M-Th)	0: All Day (12am-12am)	2116068	3395900	3428664	62.31%	61.72%	788
DistrictofColumbia	DistrictofColumbia	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	473881	661643	971252	71.62%	48.79%	816
DistrictofColumbia	DistrictofColumbia	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	589048	894246	926814	65.87%	63.56%	769
DistrictofColumbia	DistrictofColumbia	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	732276	1252195	986564	58.48%	74.22%	808
FairfaxCounty	DistrictofColumbia	1: Average Weekday (M-Th)	0: All Day (12am-12am)	235820	6112351	3428664	3.86%	6.88%	2321
FairfaxCounty	DistrictofColumbia	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	110852	1392876	971252	7.96%	11.41%	2605
FairfaxCounty	DistrictofColumbia	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	55535	1704674	926814	3.26%	5.99%	1944
FairfaxCounty	DistrictofColumbia	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	41667	2128144	986564	1.96%	4.22%	2410
FirstSt_PendletonSt	DistrictofColumbia	1: Average Weekday (M-Th)	0: All Day (12am-12am)	1109	11474	3428664	9.67%	0.03%	1506
FirstSt_PendletonSt	DistrictofColumbia	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	463	3686	971252	12.56%	0.05%	1692
FirstSt_PendletonSt	DistrictofColumbia	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	313	2994	926814	10.45%	0.03%	1337
FirstSt_PendletonSt	DistrictofColumbia	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	227	3497	986564	6.49%	0.02%	1431
NAbingdonDr_PendletonSt	DistrictofColumbia	1: Average Weekday (M-Th)	0: All Day (12am-12am)	3705	29713	3428664	12.47%	0.11%	1452
NAbingdonDr_PendletonSt	DistrictofColumbia	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	1255	6998	971252	17.93%	0.13%	1553
NAbingdonDr_PendletonSt	DistrictofColumbia	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	1154	8836	926814	13.06%	0.12%	1310
NAbingdonDr_PendletonSt	DistrictofColumbia	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	1041	10018	986564	10.39%	0.11%	1526
PendletonSt_KingSt_East	DistrictofColumbia	1: Average Weekday (M-Th)	0: All Day (12am-12am)	3563	27589	3428664	12.91%	0.10%	1661
PendletonSt_KingSt_East	DistrictofColumbia	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	1728	5315	971252	32.51%	0.18%	1805
PendletonSt_KingSt_East	DistrictofColumbia	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	775	7889	926814	9.82%	0.08%	1556
PendletonSt_KingSt_East	DistrictofColumbia	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	734	9118	986564	8.05%	0.07%	1541
PendletonSt_KingSt_West	DistrictofColumbia	1: Average Weekday (M-Th)	0: All Day (12am-12am)	1643	17185	3428664	9.56%	0.05%	1608
PendletonSt_KingSt_West	DistrictofColumbia	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	666	3773	971252	17.65%	0.07%	1808
PendletonSt_KingSt_West	DistrictofColumbia	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	507	5045	926814	10.05%	0.05%	1451
PendletonSt_KingSt_West	DistrictofColumbia	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	311	5951	986564	5.23%	0.03%	1560
RetailCorridor	DistrictofColumbia	1: Average Weekday (M-Th)	0: All Day (12am-12am)	546	5463	3428664	9.99%	0.02%	1515
RetailCorridor	DistrictofColumbia	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	201	1377	971252	14.60%	0.02%	1745
RetailCorridor	DistrictofColumbia	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	197	1645	926814	11.98%	0.02%	1416
RetailCorridor	DistrictofColumbia	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	113	1518	986564	7.44%	0.01%	1286

Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)	Destination Zone Traffic (StL Index)	Ratio of O-D Traffic to Origin Zone	Ratio of O-D Traffic to Destination Zone	Avg Trip Duration (sec)
SlatersLn_FirstSt	DistrictofColumbia	1: Average Weekday (M-Th)	0: All Day (12am-12am)	904	6420	3428664	14.08%	0.03%	1295
SlatersLn_FirstSt	DistrictofColumbia	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	326	2056	971252	15.86%	0.03%	1454
SlatersLn_FirstSt	DistrictofColumbia	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	221	1722	926814	12.83%	0.02%	1242
SlatersLn_FirstSt	DistrictofColumbia	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	266	1990	986564	13.37%	0.03%	1206
ArlingtonCo	FairfaxCounty	1: Average Weekday (M-Th)	0: All Day (12am-12am)	253461	1287545	6091806	19.69%	4.16%	1444
ArlingtonCo	FairfaxCounty	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	55221	332300	1367028	16.62%	4.04%	1494
ArlingtonCo	FairfaxCounty	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	65892	327919	1678207	20.09%	3.93%	1319
ArlingtonCo	FairfaxCounty	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	89219	424860	2046322	21.00%	4.36%	1588
CityofAlexandria	FairfaxCounty	1: Average Weekday (M-Th)	0: All Day (12am-12am)	187081	741493	6091806	25.23%	3.07%	1184
CityofAlexandria	FairfaxCounty	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	40879	189792	1367028	21.54%	2.99%	1385
CityofAlexandria	FairfaxCounty	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	51173	205669	1678207	24.88%	3.05%	1109
CityofAlexandria	FairfaxCounty	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	65027	237381	2046322	27.39%	3.18%	1196
DistrictofColumbia	FairfaxCounty	1: Average Weekday (M-Th)	0: All Day (12am-12am)	225210	3395900	6091806	6.63%	3.70%	2115
DistrictofColumbia	FairfaxCounty	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	31872	661643	1367028	4.82%	2.33%	2143
DistrictofColumbia	FairfaxCounty	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	49882	894246	1678207	5.58%	2.97%	1969
DistrictofColumbia	FairfaxCounty	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	91369	1252195	2046322	7.30%	4.47%	2368
FairfaxCounty	FairfaxCounty	1: Average Weekday (M-Th)	0: All Day (12am-12am)	4399216	6112351	6091806	71.97%	72.22%	793
FairfaxCounty	FairfaxCounty	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	954529	1392876	1367028	68.53%	69.83%	854
FairfaxCounty	FairfaxCounty	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	1254292	1704674	1678207	73.58%	74.74%	754
FairfaxCounty	FairfaxCounty	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	1568089	2128144	2046322	73.68%	76.63%	807
FirstSt_PendletonSt	FairfaxCounty	1: Average Weekday (M-Th)	0: All Day (12am-12am)	2141	11474	6091806	18.66%	0.04%	1315
FirstSt_PendletonSt	FairfaxCounty	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	583	3686	1367028	15.82%	0.04%	1377
FirstSt_PendletonSt	FairfaxCounty	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	555	2994	1678207	18.54%	0.03%	1233
FirstSt_PendletonSt	FairfaxCounty	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	760	3497	2046322	21.73%	0.04%	1368
NABingdonDr_PendletonSt	FairfaxCounty	1: Average Weekday (M-Th)	0: All Day (12am-12am)	6191	29713	6091806	20.84%	0.10%	1520
NABingdonDr_PendletonSt	FairfaxCounty	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	1456	6998	1367028	20.81%	0.11%	1634
NABingdonDr_PendletonSt	FairfaxCounty	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	1529	8836	1678207	17.30%	0.09%	1344
NABingdonDr_PendletonSt	FairfaxCounty	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	2229	10018	2046322	22.25%	0.11%	1632
PendletonSt_KingSt_East	FairfaxCounty	1: Average Weekday (M-Th)	0: All Day (12am-12am)	6080	27589	6091806	22.04%	0.10%	1587
PendletonSt_KingSt_East	FairfaxCounty	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	531	5315	1367028	9.99%	0.04%	1592
PendletonSt_KingSt_East	FairfaxCounty	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	1778	7889	1678207	22.54%	0.11%	1423
PendletonSt_KingSt_East	FairfaxCounty	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	2184	9118	2046322	23.95%	0.11%	1752
PendletonSt_KingSt_West	FairfaxCounty	1: Average Weekday (M-Th)	0: All Day (12am-12am)	4341	17185	6091806	25.26%	0.07%	1244
PendletonSt_KingSt_West	FairfaxCounty	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	1019	3773	1367028	27.01%	0.07%	1395
PendletonSt_KingSt_West	FairfaxCounty	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	1285	5045	1678207	25.47%	0.08%	1128
PendletonSt_KingSt_West	FairfaxCounty	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	1420	5951	2046322	23.86%	0.07%	1331
RetailCorridor	FairfaxCounty	1: Average Weekday (M-Th)	0: All Day (12am-12am)	949	5463	6091806	17.37%	0.02%	1423
RetailCorridor	FairfaxCounty	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	79	1377	1367028	5.74%	0.01%	1535
RetailCorridor	FairfaxCounty	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	248	1645	1678207	15.08%	0.01%	1385
RetailCorridor	FairfaxCounty	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	370	1518	2046322	24.37%	0.02%	1544
SlatersLn_FirstSt	FairfaxCounty	1: Average Weekday (M-Th)	0: All Day (12am-12am)	863	6420	6091806	13.44%	0.01%	1551
SlatersLn_FirstSt	FairfaxCounty	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	326	2056	1367028	15.86%	0.02%	1756
SlatersLn_FirstSt	FairfaxCounty	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	210	1722	1678207	12.20%	0.01%	1460
SlatersLn_FirstSt	FairfaxCounty	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	240	1990	2046322	12.06%	0.01%	1495
ArlingtonCo	FirstSt_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	1870	1287545	13536	0.15%	13.82%	983
ArlingtonCo	FirstSt_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	263	332300	2733	0.08%	9.62%	820
ArlingtonCo	FirstSt_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	415	327919	3414	0.13%	12.16%	965
ArlingtonCo	FirstSt_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	852	424860	4866	0.20%	17.51%	1056
CityofAlexandria	FirstSt_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	5326	741493	13536	0.72%	39.35%	557
CityofAlexandria	FirstSt_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	1184	189792	2733	0.62%	43.32%	524
CityofAlexandria	FirstSt_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	1467	205669	3414	0.71%	42.97%	548
CityofAlexandria	FirstSt_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	1857	237381	4866	0.78%	38.16%	595
DistrictofColumbia	FirstSt_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	1371	3395900	13536	0.04%	10.13%	1510
DistrictofColumbia	FirstSt_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	186	661643	2733	0.03%	6.81%	1713
DistrictofColumbia	FirstSt_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	319	894246	3414	0.04%	9.34%	1284
DistrictofColumbia	FirstSt_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	548	1252195	4866	0.04%	11.26%	1723
FairfaxCounty	FirstSt_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	2458	6112351	13536	0.04%	18.16%	1436
FairfaxCounty	FirstSt_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	760	1392876	2733	0.05%	27.81%	1469
FairfaxCounty	FirstSt_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	574	1704674	3414	0.03%	16.81%	1251
FairfaxCounty	FirstSt_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	801	2128144	4866	0.04%	16.46%	1587

Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)	Destination Zone Traffic (StL Index)	Ratio of O-D Traffic to Origin Zone	Ratio of O-D Traffic to Destination Zone	Avg Trip Duration (sec)
FirstSt_PendletonSt	FirstSt_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	4	11474	13536	0.03%	0.03%	460
NAbingdonDr_PendletonSt	FirstSt_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	266	29713	13536	0.90%	1.97%	400
NAbingdonDr_PendletonSt	FirstSt_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	49	6998	2733	0.70%	1.79%	430
NAbingdonDr_PendletonSt	FirstSt_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	113	8836	3414	1.28%	3.31%	387
NAbingdonDr_PendletonSt	FirstSt_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	73	10018	4866	0.73%	1.50%	397
PendletonSt_KingSt_East	FirstSt_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	364	27589	13536	1.32%	2.69%	417
PendletonSt_KingSt_East	FirstSt_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	56	5315	2733	1.05%	2.05%	468
PendletonSt_KingSt_East	FirstSt_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	128	7889	3414	1.62%	3.75%	411
PendletonSt_KingSt_East	FirstSt_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	96	9118	4866	1.05%	1.97%	415
PendletonSt_KingSt_West	FirstSt_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	146	17185	13536	0.85%	1.08%	437
PendletonSt_KingSt_West	FirstSt_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	26	3773	2733	0.69%	0.95%	445
PendletonSt_KingSt_West	FirstSt_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	51	5045	3414	1.01%	1.49%	378
PendletonSt_KingSt_West	FirstSt_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	43	5951	4866	0.72%	0.88%	419
RetailCorridor	FirstSt_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	64	5463	13536	1.17%	0.47%	399
RetailCorridor	FirstSt_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	21	1377	2733	1.53%	0.77%	441
RetailCorridor	FirstSt_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	32	1645	3414	1.95%	0.94%	402
RetailCorridor	FirstSt_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	11	1518	4866	0.72%	0.23%	315
SlatersLn_FirstSt	FirstSt_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	68	6420	13536	1.06%	0.50%	396
SlatersLn_FirstSt	FirstSt_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	11	2056	2733	0.54%	0.40%	276
SlatersLn_FirstSt	FirstSt_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	38	1722	3414	2.21%	1.11%	355
SlatersLn_FirstSt	FirstSt_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	17	1990	4866	0.85%	0.35%	563
ArlingtonCo	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	3337	1287545	25846	0.26%	12.91%	978
ArlingtonCo	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	615	332300	7088	0.19%	8.68%	900
ArlingtonCo	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	792	327919	7287	0.24%	10.87%	975
ArlingtonCo	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	1396	424860	7812	0.33%	17.87%	1019
CityofAlexandria	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	8121	741493	25846	1.10%	31.42%	627
CityofAlexandria	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	2154	189792	7088	1.13%	30.39%	612
CityofAlexandria	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	2598	205669	7287	1.26%	35.65%	618
CityofAlexandria	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	2414	237381	7812	1.02%	30.90%	668
DistrictofColumbia	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	3488	3395900	25846	0.10%	13.50%	1469
DistrictofColumbia	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	550	661643	7088	0.08%	7.76%	1805
DistrictofColumbia	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	867	894246	7287	0.10%	11.90%	1300
DistrictofColumbia	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	1506	1252195	7812	0.12%	19.28%	1556
FairfaxCounty	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	5033	6112351	25846	0.08%	19.47%	1607
FairfaxCounty	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	1895	1392876	7088	0.14%	26.74%	1685
FairfaxCounty	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	1364	1704674	7287	0.08%	18.72%	1419
FairfaxCounty	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	1191	2128144	7812	0.06%	15.25%	1764
FirstSt_PendletonSt	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	304	11474	25846	2.65%	1.18%	381
FirstSt_PendletonSt	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	184	3686	7088	4.99%	2.60%	380
FirstSt_PendletonSt	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	47	2994	7287	1.57%	0.64%	409
FirstSt_PendletonSt	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	38	3497	7812	1.09%	0.49%	350
NAbingdonDr_PendletonSt	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	527	29713	25846	1.77%	2.04%	364
NAbingdonDr_PendletonSt	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	255	6998	7088	3.64%	3.60%	353
NAbingdonDr_PendletonSt	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	120	8836	7287	1.36%	1.65%	385
NAbingdonDr_PendletonSt	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	124	10018	7812	1.24%	1.59%	348
PendletonSt_KingSt_East	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	1007	27589	25846	3.65%	3.90%	444
PendletonSt_KingSt_East	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	278	5315	7088	5.23%	3.92%	466
PendletonSt_KingSt_East	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	328	7889	7287	4.16%	4.50%	425
PendletonSt_KingSt_East	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	266	9118	7812	2.92%	3.41%	452
PendletonSt_KingSt_West	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	542	17185	25846	3.15%	2.10%	434
PendletonSt_KingSt_West	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	242	3773	7088	6.41%	3.41%	449
PendletonSt_KingSt_West	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	124	5045	7287	2.46%	1.70%	396
PendletonSt_KingSt_West	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	109	5951	7812	1.83%	1.40%	446
RetailCorridor	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	73	5463	25846	1.34%	0.28%	319
RetailCorridor	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	19	1377	7088	1.38%	0.27%	338
RetailCorridor	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	17	1645	7287	1.03%	0.23%	295
RetailCorridor	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	21	1518	7812	1.38%	0.27%	381
SlatersLn_FirstSt	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	173	6420	25846	2.69%	0.67%	408
SlatersLn_FirstSt	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	49	2056	7088	2.38%	0.69%	288
SlatersLn_FirstSt	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	77	1722	7287	4.47%	1.06%	436
SlatersLn_FirstSt	NAbingdonDr_PendletonSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	39	1990	7812	1.96%	0.50%	429

Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)	Destination Zone Traffic (StL Index)	Ratio of O-D Traffic to Origin Zone	Ratio of O-D Traffic to Destination Zone	Avg Trip Duration (sec)
ArlingtonCo	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	0: All Day (12am-12am)	2544	1287545	25638	0.20%	9.92%	1257
ArlingtonCo	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	347	332300	5639	0.10%	6.15%	1292
ArlingtonCo	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	807	327919	8596	0.25%	9.39%	1217
ArlingtonCo	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	1045	424860	7482	0.25%	13.97%	1345
CityofAlexandria	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	0: All Day (12am-12am)	9020	741493	25638	1.22%	35.18%	715
CityofAlexandria	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	2007	189792	5639	1.06%	35.59%	722
CityofAlexandria	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	3219	205669	8596	1.57%	37.45%	699
CityofAlexandria	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	2660	237381	7482	1.12%	35.55%	756
DistrictofColumbia	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	0: All Day (12am-12am)	3011	3395900	25638	0.09%	11.74%	1628
DistrictofColumbia	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	473	661643	5639	0.07%	8.39%	1519
DistrictofColumbia	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	859	894246	8596	0.10%	9.99%	1564
DistrictofColumbia	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	1082	1252195	7482	0.09%	14.46%	1894
FairfaxCounty	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	0: All Day (12am-12am)	5865	6112351	25638	0.10%	22.88%	1632
FairfaxCounty	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	1893	1392876	5639	0.14%	33.57%	1833
FairfaxCounty	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	1945	1704674	8596	0.11%	22.63%	1470
FairfaxCounty	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	1388	2128144	7482	0.07%	18.55%	1717
FirstSt_PendletonSt	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	0: All Day (12am-12am)	287	11474	25638	2.50%	1.12%	441
FirstSt_PendletonSt	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	21	3686	5639	0.57%	0.37%	414
FirstSt_PendletonSt	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	103	2994	8596	3.44%	1.20%	477
FirstSt_PendletonSt	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	111	3497	7482	3.17%	1.48%	413
NABingdonDr_PendletonSt	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	0: All Day (12am-12am)	957	29713	25638	3.22%	3.73%	460
NABingdonDr_PendletonSt	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	120	6998	5639	1.71%	2.13%	444
NABingdonDr_PendletonSt	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	413	8836	8596	4.67%	4.80%	486
NABingdonDr_PendletonSt	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	360	10018	7482	3.59%	4.81%	424
PendletonSt_KingSt_East	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	0: All Day (12am-12am)	182	27589	25638	0.66%	0.71%	429
PendletonSt_KingSt_East	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	32	5315	5639	0.60%	0.57%	387
PendletonSt_KingSt_East	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	71	7889	8596	0.90%	0.83%	388
PendletonSt_KingSt_East	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	47	9118	7482	0.52%	0.63%	349
PendletonSt_KingSt_West	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	0: All Day (12am-12am)	236	17185	25638	1.37%	0.92%	448
PendletonSt_KingSt_West	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	11	3773	5639	0.29%	0.20%	430
PendletonSt_KingSt_West	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	101	5045	8596	2.00%	1.17%	465
PendletonSt_KingSt_West	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	73	5951	7482	1.23%	0.98%	453
RetailCorridor	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	0: All Day (12am-12am)	240	5463	25638	4.39%	0.94%	456
RetailCorridor	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	101	1377	5639	7.33%	1.79%	432
RetailCorridor	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	71	1645	8596	4.32%	0.83%	502
RetailCorridor	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	47	1518	7482	3.10%	0.63%	415
SlatersLn_FirstSt	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	0: All Day (12am-12am)	124	6420	25638	1.93%	0.48%	433
SlatersLn_FirstSt	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	11	2056	5639	0.54%	0.20%	250
SlatersLn_FirstSt	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	45	1722	8596	2.61%	0.52%	397
SlatersLn_FirstSt	PendletonSt_KingSt_East	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	53	1990	7482	2.66%	0.71%	471
ArlingtonCo	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	0: All Day (12am-12am)	2384	1287545	19393	0.19%	12.29%	1095
ArlingtonCo	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	689	332300	4287	0.21%	16.07%	1105
ArlingtonCo	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	527	327919	5844	0.16%	9.02%	1035
ArlingtonCo	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	848	424860	6442	0.20%	13.16%	1160
CityofAlexandria	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	0: All Day (12am-12am)	6896	741493	19393	0.93%	35.56%	606
CityofAlexandria	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	1484	189792	4287	0.78%	34.62%	647
CityofAlexandria	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	2255	205669	5844	1.10%	38.59%	580
CityofAlexandria	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	2358	237381	6442	0.99%	36.60%	627
DistrictofColumbia	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	0: All Day (12am-12am)	2112	3395900	19393	0.06%	10.89%	1550
DistrictofColumbia	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	328	661643	4287	0.05%	7.65%	1523
DistrictofColumbia	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	589	894246	5844	0.07%	10.08%	1407
DistrictofColumbia	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	855	1252195	6442	0.07%	13.27%	1782
FairfaxCounty	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	0: All Day (12am-12am)	4324	6112351	19393	0.07%	22.30%	1343
FairfaxCounty	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	1324	1392876	4287	0.10%	30.88%	1389
FairfaxCounty	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	1287	1704674	5844	0.08%	22.02%	1228
FairfaxCounty	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	1204	2128144	6442	0.06%	18.69%	1513
FirstSt_PendletonSt	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	0: All Day (12am-12am)	291	11474	19393	2.54%	1.50%	396
FirstSt_PendletonSt	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	38	3686	4287	1.03%	0.89%	298
FirstSt_PendletonSt	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	101	2994	5844	3.37%	1.73%	346
FirstSt_PendletonSt	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	133	3497	6442	3.80%	2.06%	469

Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)	Destination Zone Traffic (StL Index)	Ratio of O-D Traffic to Origin Zone	Ratio of O-D Traffic to Destination Zone	Avg Trip Duration (sec)
NAbingdonDr_PendletonSt	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	0: All Day (12am-12am)	711	29713	19393	2.39%	3.67%	425
NAbingdonDr_PendletonSt	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	79	6998	4287	1.13%	1.84%	393
NAbingdonDr_PendletonSt	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	263	8836	5844	2.98%	4.50%	449
NAbingdonDr_PendletonSt	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	276	10018	6442	2.76%	4.28%	425
PendletonSt_KingSt_East	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	0: All Day (12am-12am)	383	27589	19393	1.39%	1.97%	409
PendletonSt_KingSt_East	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	32	5315	4287	0.60%	0.75%	333
PendletonSt_KingSt_East	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	107	7889	5844	1.36%	1.83%	495
PendletonSt_KingSt_East	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	180	9118	6442	1.97%	2.79%	380
PendletonSt_KingSt_West	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	0: All Day (12am-12am)	43	17185	19393	0.25%	0.22%	353
PendletonSt_KingSt_West	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	13	5045	5844	0.26%	0.22%	325
PendletonSt_KingSt_West	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	23	5951	6442	0.39%	0.36%	378
RetailCorridor	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	0: All Day (12am-12am)	116	5463	19393	2.12%	0.60%	470
RetailCorridor	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	17	1377	4287	1.23%	0.40%	561
RetailCorridor	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	49	1645	5844	2.98%	0.84%	479
RetailCorridor	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	36	1518	6442	2.37%	0.56%	464
SlatersLn_FirstSt	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	0: All Day (12am-12am)	261	6420	19393	4.07%	1.35%	370
SlatersLn_FirstSt	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	41	2056	4287	1.99%	0.96%	350
SlatersLn_FirstSt	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	77	1722	5844	4.47%	1.32%	346
SlatersLn_FirstSt	PendletonSt_KingSt_West	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	116	1990	6442	5.83%	1.80%	405
ArlingtonCo	RetailCorridor	1: Average Weekday (M-Th)	0: All Day (12am-12am)	553	1287545	5427	0.04%	10.19%	1104
ArlingtonCo	RetailCorridor	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	137	332300	1630	0.04%	8.40%	1008
ArlingtonCo	RetailCorridor	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	139	327919	1615	0.04%	8.61%	1008
ArlingtonCo	RetailCorridor	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	231	424860	1508	0.05%	15.32%	1211
CityofAlexandria	RetailCorridor	1: Average Weekday (M-Th)	0: All Day (12am-12am)	2253	741493	5427	0.30%	41.51%	646
CityofAlexandria	RetailCorridor	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	749	189792	1630	0.39%	45.95%	649
CityofAlexandria	RetailCorridor	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	658	205669	1615	0.32%	40.74%	632
CityofAlexandria	RetailCorridor	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	623	237381	1508	0.26%	41.31%	686
DistrictofColumbia	RetailCorridor	1: Average Weekday (M-Th)	0: All Day (12am-12am)	561	3395900	5427	0.02%	10.34%	1700
DistrictofColumbia	RetailCorridor	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	107	661643	1630	0.02%	6.56%	2081
DistrictofColumbia	RetailCorridor	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	135	894246	1615	0.02%	8.36%	1457
DistrictofColumbia	RetailCorridor	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	242	1252195	1508	0.02%	16.05%	1809
FairfaxCounty	RetailCorridor	1: Average Weekday (M-Th)	0: All Day (12am-12am)	1026	6112351	5427	0.02%	18.91%	1616
FairfaxCounty	RetailCorridor	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	306	1392876	1630	0.02%	18.77%	1854
FairfaxCounty	RetailCorridor	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	394	1704674	1615	0.02%	24.40%	1435
FairfaxCounty	RetailCorridor	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	203	2128144	1508	0.01%	13.46%	1717
FirstSt_PendletonSt	RetailCorridor	1: Average Weekday (M-Th)	0: All Day (12am-12am)	54	11474	5427	0.47%	1.00%	391
FirstSt_PendletonSt	RetailCorridor	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	8	3686	1630	0.22%	0.49%	420
FirstSt_PendletonSt	RetailCorridor	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	11	2994	1615	0.37%	0.68%	412
FirstSt_PendletonSt	RetailCorridor	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	28	3497	1508	0.80%	1.86%	380
NAbingdonDr_PendletonSt	RetailCorridor	1: Average Weekday (M-Th)	0: All Day (12am-12am)	24	29713	5427	0.08%	0.44%	495
NAbingdonDr_PendletonSt	RetailCorridor	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	4	6998	1630	0.06%	0.25%	396
NAbingdonDr_PendletonSt	RetailCorridor	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	6	8836	1615	0.07%	0.37%	711
NAbingdonDr_PendletonSt	RetailCorridor	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	13	10018	1508	0.13%	0.86%	474
PendletonSt_KingSt_East	RetailCorridor	1: Average Weekday (M-Th)	0: All Day (12am-12am)	137	27589	5427	0.50%	2.52%	433
PendletonSt_KingSt_East	RetailCorridor	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	32	5315	1630	0.60%	1.96%	415
PendletonSt_KingSt_East	RetailCorridor	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	30	7889	1615	0.38%	1.86%	440
PendletonSt_KingSt_East	RetailCorridor	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	53	9118	1508	0.58%	3.51%	417
PendletonSt_KingSt_West	RetailCorridor	1: Average Weekday (M-Th)	0: All Day (12am-12am)	71	17185	5427	0.41%	1.31%	435
PendletonSt_KingSt_West	RetailCorridor	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	19	3773	1630	0.50%	1.17%	442
PendletonSt_KingSt_West	RetailCorridor	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	34	5045	1615	0.67%	2.11%	468
PendletonSt_KingSt_West	RetailCorridor	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	11	5951	1508	0.18%	0.73%	408
SlatersLn_FirstSt	RetailCorridor	1: Average Weekday (M-Th)	0: All Day (12am-12am)	116	6420	5427	1.81%	2.14%	430
SlatersLn_FirstSt	RetailCorridor	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	15	2056	1630	0.73%	0.92%	406
SlatersLn_FirstSt	RetailCorridor	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	83	1722	1615	4.82%	5.14%	444
SlatersLn_FirstSt	RetailCorridor	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	13	1990	1508	0.65%	0.86%	378
ArlingtonCo	SlatersLn_FirstSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	1829	1287545	8438	0.14%	21.68%	790
ArlingtonCo	SlatersLn_FirstSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	325	332300	1825	0.10%	17.81%	668
ArlingtonCo	SlatersLn_FirstSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	415	327919	2238	0.13%	18.54%	764
ArlingtonCo	SlatersLn_FirstSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	794	424860	2897	0.19%	27.41%	882
CityofAlexandria	SlatersLn_FirstSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	2163	741493	8438	0.29%	25.63%	554
CityofAlexandria	SlatersLn_FirstSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	482	189792	1825	0.25%	26.41%	597
CityofAlexandria	SlatersLn_FirstSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	719	205669	2238	0.35%	32.13%	541
CityofAlexandria	SlatersLn_FirstSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	651	237381	2897	0.27%	22.47%	554

Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)	Destination Zone Traffic (StL Index)	Ratio of O-D Traffic to Origin Zone	Ratio of O-D Traffic to Destination Zone	Avg Trip Duration (sec)
DistrictofColumbia	SlatersLn_FirstSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	1383	3395900	8438	0.04%	16.39%	1367
DistrictofColumbia	SlatersLn_FirstSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	208	661643	1825	0.03%	11.40%	1556
DistrictofColumbia	SlatersLn_FirstSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	310	894246	2238	0.03%	13.85%	1190
DistrictofColumbia	SlatersLn_FirstSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	585	1252195	2897	0.05%	20.19%	1543
FairfaxCounty	SlatersLn_FirstSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	1079	6112351	8438	0.02%	12.79%	1613
FairfaxCounty	SlatersLn_FirstSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	278	1392876	1825	0.02%	15.23%	1927
FairfaxCounty	SlatersLn_FirstSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	302	1704674	2238	0.02%	13.49%	1343
FairfaxCounty	SlatersLn_FirstSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	304	2128144	2897	0.01%	10.49%	1698
FirstSt_PendletonSt	SlatersLn_FirstSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	141	11474	8438	1.23%	1.67%	313
FirstSt_PendletonSt	SlatersLn_FirstSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	66	3686	1825	1.79%	3.62%	342
FirstSt_PendletonSt	SlatersLn_FirstSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	23	2994	2238	0.77%	1.03%	260
FirstSt_PendletonSt	SlatersLn_FirstSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	34	3497	2897	0.97%	1.17%	314
NAbingdonDr_PendletonSt	SlatersLn_FirstSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	255	29713	8438	0.86%	3.02%	360
NAbingdonDr_PendletonSt	SlatersLn_FirstSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	56	6998	1825	0.80%	3.07%	356
NAbingdonDr_PendletonSt	SlatersLn_FirstSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	77	8836	2238	0.87%	3.44%	382
NAbingdonDr_PendletonSt	SlatersLn_FirstSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	98	10018	2897	0.98%	3.38%	346
PendletonSt_KingSt_East	SlatersLn_FirstSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	236	27589	8438	0.86%	2.80%	407
PendletonSt_KingSt_East	SlatersLn_FirstSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	62	5315	1825	1.17%	3.40%	405
PendletonSt_KingSt_East	SlatersLn_FirstSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	56	7889	2238	0.71%	2.50%	418
PendletonSt_KingSt_East	SlatersLn_FirstSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	75	9118	2897	0.82%	2.59%	393
PendletonSt_KingSt_West	SlatersLn_FirstSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	221	17185	8438	1.29%	2.62%	380
PendletonSt_KingSt_West	SlatersLn_FirstSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	90	3773	1825	2.39%	4.93%	367
PendletonSt_KingSt_West	SlatersLn_FirstSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	43	5045	2238	0.85%	1.92%	342
PendletonSt_KingSt_West	SlatersLn_FirstSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	69	5951	2897	1.16%	2.38%	421
RetailCorridor	SlatersLn_FirstSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	81	5463	8438	1.48%	0.96%	428
RetailCorridor	SlatersLn_FirstSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	32	1377	1825	2.32%	1.75%	401
RetailCorridor	SlatersLn_FirstSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	26	1645	2238	1.58%	1.16%	477
RetailCorridor	SlatersLn_FirstSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	19	1518	2897	1.25%	0.66%	380
SlatersLn_FirstSt	SlatersLn_FirstSt	1: Average Weekday (M-Th)	0: All Day (12am-12am)	23	6420	8438	0.36%	0.27%	299
SlatersLn_FirstSt	SlatersLn_FirstSt	1: Average Weekday (M-Th)	2: Peak AM (6am-10am)	13	2056	1825	0.63%	0.71%	287
SlatersLn_FirstSt	SlatersLn_FirstSt	1: Average Weekday (M-Th)	3: Mid-Day (10am-3pm)	2	1722	2238	0.12%	0.09%	N/A
SlatersLn_FirstSt	SlatersLn_FirstSt	1: Average Weekday (M-Th)	4: Peak PM (3pm-7pm)	6	1990	2897	0.30%	0.21%	340

APPENDIX D: OFF-STREET PARKING OCCUPANCY



Old Town North Off-Street Occupancy					
Thursday mid-day					
	Supply	10:00 AM	11:00 AM	10:00 AM	11:00 AM
Canal Center	1203	301	305	25%	25%
Saul Center	609	202	289	33%	47%
Harris Teeter	146	75	87	51%	60%
Waterfront Office Bldg	148	97	94	66%	64%
United Way Bldg	235	131	132	56%	56%
TransPotomac Bldg	655	407	421	62%	64%
Crowne Plaza Hotel	302	158	76	52%	25%
Sheraton Hotel	458	354	374	77%	82%
Total	3756	1725	1778	46%	47%

Note: Parking survey conducted on Thursday, May 19th, 2016

Old Town North Off-Street Occupancy					
Thursday Evening					
	Supply	7:00 PM	8:00 PM	7:00 PM	8:00 PM
Canal Center	1203	63	N/A	5%	N/A
Saul Center	609	141	126	23%	21%
Harris Teeter	146	47	38	32%	26%
Waterfront Office Bldg	148	16	12	11%	8%
United Way Bldg	235	13	13	6%	6%
TransPotomac Bldg	655	39	33	6%	5%
Crowne Plaza Hotel	302	106	115	35%	38%
Sheraton Hotel	458	227	196	50%	43%
Total	3756	652	533	17%	14%
Note: Canal Center not open for data collection during weekday evening					
Parking survey conducted on Thursday, May 19th, 2016					

Old Town North Off-Street Occupancy					
Friday Evening					
	Supply	7:00 PM	8:00 PM	7:00 PM	8:00 PM
Canal Center	1203	66	44	5%	4%
Saul Center	609	82	84	13%	14%
Harris Teeter	146	38	32	26%	22%
Waterfront Office Bldg	148	15	7	10%	5%
United Way Bldg	235	15	9	6%	4%
TransPotomac Bldg	655	67	32	10%	5%
Crowne Plaza Hotel	302	104	89	34%	29%
Sheraton Hotel	458	168	161	37%	35%
Total	3756	555	458	15%	12%

Note: Parking survey conducted on Friday, May 20th, 2016

Old Town North Off-Street Occupancy					
Saturday Mid-Day					
	Supply	12:00 PM	1:00 PM	12:00 PM	1:00 PM
Canal Center	1203	23	N/A	2%	N/A
Saul Center	609	76	70	12%	11%
Harris Teeter	146	91	88	62%	60%
Waterfront Office Bldg	148	57	41	39%	28%
United Way Bldg	235	7	6	3%	3%
TransPotomac Bldg	655	37	26	6%	4%
Crowne Plaza Hotel	302	93	94	31%	31%
Sheraton Hotel	458	208	189	45%	41%
Total	3756	592	514	16%	14%
Note: Canal Center not open for data collection during Saturday afternoon					
Parking survey conducted on Saturday, May 21st, 2016					

Old Town North Off-Street Occupancy					
Saturday Evening					
	Supply	7:00 PM	8:00 PM	7:00 PM	8:00 PM
Canal Center	1203	N/A	N/A	N/A	N/A
Saul Center	609	78	69	13%	11%
Harris Teeter	146	51	34	35%	23%
Waterfront Office Bldg	148	13	2	9%	1%
United Way Bldg	235	7	7	3%	3%
TransPotomac Bldg	655	105	75	16%	11%
Crowne Plaza Hotel	302	87	91	29%	30%
Sheraton Hotel	458	291	290	64%	63%
Total	3756	632	568	17%	15%
Note: Canal Center not open for data collection during Saturday evening					
Parking survey conducted on Saturday, May 21st, 2016					

**APPENDIX E: SAMPLE ZONING ORDINANCE AND PARKING
AGREEMENTS**



APPENDIX E
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FAIRFAX COUNTY ZONING ORDINANCE

ARTICLE 11

OFF-STREET PARKING AND LOADING, PRIVATE STREETS

PART 1 11-100 OFF-STREET PARKING

11-101 Applicability

1. Except as provided for in a Commercial Revitalization District, in any R, C or I district, all structures built and all uses established hereafter shall provide accessory off-street parking in accordance with the following regulations, and in the PDH, PDC, PRC and PRM Districts, the provisions of this Part shall have general application as determined by the Director. However, for the redevelopment of an existing property that includes the retention of some uses/structures and the elimination of some on-site parking during the redevelopment process, the Board, in conjunction with a rezoning or special exception, or the Director, in conjunction with a site plan, may approve a temporary reduction and/or relocation of the minimum required off-street parking spaces subject to a time limitation and demonstration by the applicant that adequate measures will be taken to ensure the continuation of safe and adequate utilization of the property.

In the PTC District off-street parking shall be provided in accordance with Sect. 6-509, and Sect. 11-102 below shall have general application as determined by the Director.

Additionally, subject to the approval of a parking redesignation plan pursuant to Par. 12 of Sect. 11-102, for an existing use located in the Tysons Corner Urban Center but not in the PTC District an owner may voluntarily elect to reduce the number of off-street parking spaces required pursuant to Sections 11-103, 11-104, 11-105 and 11-106 for the site to a number between what is currently approved for the site and the applicable minimum parking rate specified for the PTC District. However, this voluntary parking reduction is not an option if the currently approved number of parking spaces on the site is specified by a special permit, special exception or proffered condition.

2. The provision of off-street parking for a change in use and/or an expansion or enlargement of an existing structure and/or use shall be in accordance with the following:
 - A. When there is a change in use to a use which has the same or lesser parking requirement than the previous use, no additional parking shall be required. When there is a change to a use which has a greater parking requirement than the previous use, the minimum off-street parking requirement in accordance with the provisions of this Article shall be provided for the new use.
 - B. When an existing structure and/or use is expanded or enlarged, the minimum off-street parking requirements in accordance with the provisions of this Article shall be provided for the area or capacity of such expansion or enlargement. However, compliance with the minimum off-street parking requirements shall not be required for the expansion or enlargement when such expansion or enlargement is to provide an accessibility improvement.

Notwithstanding the above, for special permit and special exception uses, the respective approving body may require the provision of off-street parking in accordance with this Article for the entire structure or use as expanded or enlarged.

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3. The provisions of this Part shall not be deemed to apply to motor vehicle storage or display parking areas associated with a vehicle sale, rental and ancillary service establishment, except as may be qualified elsewhere in this Ordinance.

11-102

General Provisions

1. All required off-street parking spaces shall be located on the same lot as the structure or use to which they are accessory or on a lot contiguous thereto which has the same zoning classification, and is either under the same ownership, or is subject to agreements or arrangements satisfactory to the Director that will ensure the permanent availability of such spaces.

Provided, however, where there are practical difficulties or if the public safety and/or public convenience would be better served by the location other than on the same lot or on a contiguous lot with the use to which it is accessory, the Board, acting upon a specific request, may authorize such alternative location subject to conditions it deems appropriate and the following:

- A. Such required space shall be subject to agreements or arrangements satisfactory to the Board that will ensure the permanent availability of such spaces, and
- B. The applicant shall demonstrate to the Board's satisfaction that such required space shall be generally located within 500 feet walking distance of a building entrance to the use that such space serves or such space will be provided off-site with access via a valet or shuttle service subject to agreements or arrangements approved by the Board which will ensure the operation of such service and that there will not be any adverse impacts on the site of the parking spaces or the adjacent area, or
- C. Such required space shall be accommodated in accordance with the provisions of Par. 6 below.

In a Commercial Revitalization District, the Director may approve an alternative location in accordance with the above and the provisions of the Commercial Revitalization District.

2. When provided as an accessibility improvement, accessible off-street parking spaces and related access aisles and accessible routes shall be in accordance with the provisions of the VUSBC and the Public Facilities Manual. The number of accessible parking spaces shall be included in the required number of parking spaces. Each such accessible parking space shall be designated as reserved for persons with disabilities by an above grade sign in conformance with the design and content specifications of the Public Facilities Manual.
3. No off-street parking facilities for a structure or use permitted only in a C or I district shall be located in an R district except upon approval as a special exception by the Board as provided in Part 6 of Article 9.
4. Off-street parking spaces may serve two (2) or more uses; however, in such case, the total number of such spaces must equal the sum of the spaces required for each separate use except:

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- A. As may be permitted under Paragraphs 5, 22, 26 and 27 below and Par. 3 of Sect. 106 below; or
- B. That the Board may, subject to conditions it deems appropriate, reduce the total number of parking spaces required by the strict application of this Part when the applicant has demonstrated to the Board's satisfaction that fewer spaces than those required by this Part will adequately serve two (2) or more uses by reason of the hourly parking accumulation characteristics of such uses and such reduction will not adversely affect the site or the adjacent area.

Notwithstanding the above, required off-street parking spaces and their appurtenant aisles and driveways which are not fully utilized during the weekday may be used for a public commuter park-and-ride lot when such lot is established and operated in accordance with a public commuter park-and-ride lot agreement approved by the Board.

In addition, for a use where the minimum number of required parking spaces is provided on site in accordance with this Part, but additional off-site parking may be desired, the Director may, subject to conditions the Director deems appropriate, approve the use of a portion of an adjacent site's required parking spaces, when the applicant has demonstrated to the Director's satisfaction that the use of such spaces on the adjacent site will not adversely affect such site or the adjacent area by reason of the hourly parking accumulation characteristics of such uses.

- 5. Subject to conditions it deems appropriate, the Board may reduce the number of off-street parking spaces otherwise required by the strict application of the provisions of this Part when a proposed development is within reasonable walking distance to:
 - A. a mass transit station and/or within an area designated in the adopted comprehensive plan as a Transit Station Area wherein the station either exists or is programmed for completion within the same time frame as the completion of the subject development; or
 - B. an existing transportation facility consisting of a streetcar, bus rapid transit, or express bus service or wherein such facility is programmed for completion within the same timeframe as the completion of the subject development and will provide high-frequency service; or
 - C. a bus stop when service to this stop consists of more than three routes and at least one route serves a mass transit station or transportation facility and provides high-frequency service.

Such reduction may be approved when the applicant has demonstrated to the Board's satisfaction that the spaces proposed to be eliminated are unnecessary based on the projected reduction in the parking demand resulting from the proximity of the mass transit station or transportation facility or bus service and such reduction in parking spaces will not adversely affect the site or the adjacent area, including potential impacts on existing overflow parking in nearby neighborhoods. For the purposes of this provision, a determination regarding the completion time frame for a mass transit station or

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transportation facility shall include an assessment of the funding status for the transportation project.

6. Within areas designated as Community Business Centers on the adopted comprehensive plan, the Board may waive the requirement that all required off-street parking spaces be located on the same lot or on a contiguous lot as set forth in Par. 1 above, provided the following conditions are met:
 - A. The developer shall apply to the Director stating the circumstances which make it impracticable to meet the requirements of this Part, and
 - B. The developer shall agree to pay to the County a sum for each space so eliminated, such sum to be set by the Board in an annually adopted schedule, and
 - C. The County has plans for the erection of a public parking facility in the immediate area of the request, and
 - D. The County has provided for the development of such parking, at a time and in a quantity sufficient to meet the needs of the applicant's proposed use.
7. All required off-street parking spaces and their appurtenant aisles and driveways shall be deemed to be required space on the lot on which the same are situated and shall not be encroached upon or reduced in any manner except upon approval by the Board in accordance with the provisions of this Ordinance, or except upon approval by the Director in any of the following circumstances. This provision shall not be deemed to negate pipestem lots otherwise allowed under the provisions of Sect. 2-406.
 - A. Such space may be reduced by the amount to which other space, conforming to the provisions of this Ordinance, is provided for the use that is involved, or
 - B. Such space may be reduced by an amount which is justified by a reduction in the need for such space by reason of a reduction in the size or change in the nature of the use to which such is appurtenant, or
 - C. Such space may be reduced by reason of the provision of conveniently available parking space in a parking lot established by a public authority for which the developer has made payment in accordance with the provisions of Par. 6 above, or
 - D. Such space may be reduced for an existing structure or use to provide an accessibility improvement.
8. Except as may be qualified elsewhere in this Ordinance, off-street parking spaces that are located on the ground and are open to the sky may be located in any required yard but not closer than ten (10) feet to any front lot line, unless modified by the Board or BZA pursuant to Part 2 of Article 13; except that this ten (10) foot minimum distance shall not be required between parking spaces provided for single family attached dwellings in parking bays and the front lot lines of single family detached dwelling unit lots and shall not apply to parking spaces provided for and on the same lot with single family detached or attached dwellings, provided such space shall not encroach into any sidewalk or trail.

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For single family detached dwellings on lots containing 36,000 square feet or less in the R-1, R-2, R-3 and R-4 Districts, all parking for vehicles or trailers in a front yard shall be on a surfaced area, provided, however, that this shall not be deemed to preclude temporary parking on an unsurfaced area in a front yard for a period not to exceed forty-eight (48) hours for loading, unloading, cleaning or repair of vehicles or trailers. In addition, in the R-1 and R-2 Districts, no more than twenty-five (25) percent of any front yard and in the R-3 and R-4 Districts, no more than thirty (30) percent of any front yard shall be surfaced area for a driveway or vehicle/trailer parking area; provided, however, that these limitations may be exceeded for a surfaced area that is:

- A. Directly contiguous with, and providing primary access to, two (2) side-by-side parking spaces as long as the surfaced area is not more than twenty-five (25) feet long and eighteen (18) feet wide;
- B. On a lot which has its primary access from a major thoroughfare and consists of two (2) side-by-side parking spaces and a vehicular turn-around area as long as the surfaced area is not more than twenty-five (25) feet long and eighteen (18) feet wide and the turn-around area does not exceed 150 square feet; or
- C. Provided as an accessibility improvement as approved by the Zoning Administrator.

Surfaced area shall include asphalt, poured or precast concrete, brick, stone, gravel, or any other impervious surface, or grasscrete or other similar pervious surface. On a pipestem lot, the surfaced area within the pipestem driveway shall not be included in this limitation.

Except as may be qualified elsewhere in this Ordinance, parking structures and carports shall be subject to the minimum yard requirements applicable in the zoning district in which located; except parking structures that are completely underground may be located in any required yard, but not closer than one (1) foot to any lot line.

- 9. All off-street parking facilities shall be used solely for the parking of vehicles in operating condition by patrons, occupants or employees of the use to which such parking is accessory.

No motor vehicle repair work except emergency service shall be permitted in association with any required off-street parking facilities.

- 10. All off-street parking space shall be provided with safe and convenient access to a street. If any such space is located contiguous to a street, the street side thereof shall be curbed, and ingress and egress shall be provided only through driveway openings through the curb of such dimension, location and construction as may be approved by the Director in accordance with the provisions of the Public Facilities Manual.
- 11. All off-street parking areas, including aisles and driveways, except those required for single family detached dwellings, shall be constructed and maintained with a dustless surface in accordance with construction standards presented in the Public Facilities Manual; however, the Director may approve a modification or waiver of the dustless surface requirement in accordance with the Public Facilities Manual.

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12. All off-street parking spaces and areas shall comply with the geometric design standards presented in the Public Facilities Manual. All parking spaces, except those provided for and on the same lot with single family detached and attached dwellings, shall be clearly marked in accordance with the design guidelines set forth in the Public Facilities Manual and shall be subject to the approval of the Director.

Except for public commuter park-and-ride lots which utilize existing off-street parking spaces accessory to another use, any proposal to redesignate parking space delineations which changes the existing space size, configuration or number shall require the submission to and approval by the Director of a plan certified by an engineer or land surveyor authorized by the State to practice as such. Such plan shall show all off-street parking spaces, related driveways, loading spaces and walkways, indicating type of surfacing, size, angle of stalls, width of aisles and a specific schedule showing the number of parking spaces provided and the number required by the provisions of this Article. No plan shall be approved which reduces the number of parking spaces below the minimum number required by this Article.

Notwithstanding the above, a redesignation plan to provide an accessibility improvement need not be certified by an engineer or land surveyor and any such plan which reduces the number of parking spaces below the minimum requirements of this Article may be approved.

13. All required stacking spaces shall be a minimum of eighteen (18) feet in length. In addition, the geometric design of the stacking aisle(s), including but not limited to the radius and width of the travel aisle, shall be subject to the approval of the Director.
14. All lighting fixtures used to illuminate off-street parking areas shall be in conformance with the performance standards for outdoor lighting set forth in Part 9 of Article 14.
15. All off-street parking areas shall comply with the provisions for landscaping and screening presented in Article 13.
16. Parking spaces required on an employee/person basis in the Sections that follow shall be based on the maximum number of employees/persons on duty or residing, or both, on the premises at any one time, or the occupancy load of the building, whichever is greater.
17. Where a given use or building contains a combination of uses as set forth in the following Sections, parking shall be provided on the basis of the sum of the required spaces for each use, except as may be permitted by Par. 22 below.
18. If there is uncertainty with respect to the amount of parking spaces required by the provisions of this Ordinance as a result of an indefiniteness as to the proposed use of a building or of land, the maximum requirement for the general type of use that is involved shall govern.
19. Where the required number of parking spaces is not set forth for a particular use in the following Sections, and where there is no similar general type of use listed, the Zoning Administrator shall determine the basis of the number of spaces to be provided.
20. The Board may reduce the total number of stacking spaces required by the strict application of the provisions of this Part when it has been conclusively demonstrated that

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circumstances, site design or location do not warrant the number of spaces required and that such reduction will not adversely affect pedestrian or vehicular circulation on the site or on any abutting street.

21. When the number of spaces calculated in accordance with the provisions of this Article results in a number containing a fraction, the required number of spaces shall be the next higher whole number.
22. Accessory service uses, as permitted by Paragraphs 2 and 3 of Sect. 10-202, which are located within the building of a principal use, and which serve the occupants, their patients, clients or customers, may be parked in accordance with the parking requirement for the principal use; provided, however, that the total gross floor area for all such uses shall not exceed fifteen (15) percent of the total gross floor area of the building; that no signs for the accessory service uses shall be visible from the outside of the building; and that the hours of operation for such uses shall be limited to between 6:00 AM and 6:00 PM, Monday through Friday.
23. The same or fewer number of compact car parking spaces existing as of or grandfathered by the Board of Supervisors on September 19, 1988 may be retained in accordance with the conditions of the compact car approval, provided that the total number of parking spaces on-site is not reduced, except if:
 - A. Such reduction is to provide an accessibility improvement, or
 - B. Such reduction is a result of a reduction in land area by condemnation or by acquisition for public purposes by any governmental agency.
24. Additional off-street parking may be added to an existing development which met the parking requirement in effect at the time of its development, but which does not comply with the current requirements, in order to minimize the degree of current noncompliance.
25. Except as qualified below, for purposes of determining off-street parking requirements, gross floor area shall be determined in accordance with the gross floor area definition except that:
 - A. Outdoor display/sales area and that area within a cellar that is not used exclusively for storage or for mechanical equipment shall be included as gross floor area; and
 - B. Mall areas in shopping centers of less than 1,000,000 square feet of gross floor area, which shall be calculated as consisting of the sum of all floors in the mall, measured from the interior faces of the walls of the mall, shall be excluded from gross floor area.
26. In conjunction with the approval of a proffer to establish a transportation demand management (TDM) program, or if a development is subject to an approved proffer for the establishment of a TDM program, the Board may, subject to conditions it deems appropriate, reduce the number of off-street parking spaces otherwise required by the strict application of the provisions of this Part when the applicant has demonstrated to the Board's satisfaction that, due to the proffered TDM program, the spaces proposed to be

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eliminated for a site are unnecessary and such reduction in parking spaces will not adversely affect the site or the adjacent area. In no event shall the reduction in the number of required spaces exceed the projected reduction in parking demand specified by the proffered TDM program.

For the purposes of this provision, a proffered TDM program shall include: a projected reduction in parking demand expressed as a percentage of overall parking demand and the basis for such projection; the TDM program actions to be taken by the applicant to reduce the parking demand; a requirement by the applicant to periodically monitor and report to the County as to whether the projected reductions are being achieved; and a commitment and plan whereby the applicant shall provide additional parking spaces in an amount equivalent to the reduction should the TDM program not result in the projected reduction in parking demand.

27. For a hotel and/or conference/convention center in proximity to an airport, the Board may, subject to conditions it deems appropriate, reduce the total number of off-street parking spaces otherwise required by the strict application of the provisions of this Part, when it is warranted by a parking study, submitted by the applicant, which demonstrates that a reduction is justified based on actual parking usages at existing developments which are comparable in use and location.
28. The minimum off-street parking requirements for any non-residential use within the Lake Anne Commercial Revitalization Area as designated by the Board of Supervisors may be reduced by twenty (20) percent by the Board when it is demonstrated by the applicant and determined by the Board that such reduction is in furtherance of the goals of the Area as set forth in the adopted comprehensive plan. Such request may also be considered in conjunction with a rezoning and/or special exception application. The fee for a parking reduction set forth in Sect. 17-109 shall not be applicable.

11-103 Minimum Required Spaces for Residential and Lodging Uses

Minimum off-street parking spaces accessory to the uses hereinafter designated shall be provided as follows:

1. Bed and Breakfast:

Two (2) spaces per single family dwelling, provided that only one (1) such space must have convenient access to a street, plus one (1) space per guest room in the bed and breakfast
2. Dormitory, Fraternity or Sorority House, or Other Residence Hall Located Off Campus:

One (1) space per two (2) sleeping accommodations based on the occupancy load of the building, plus one (1) additional space for each housemother, manager or employee
3. Dwelling, Single Family Detached:

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Two (2) spaces per unit for lots with frontage on a public street and three (3) spaces per unit for lots with frontage on a private street, provided that only one (1) such space must have convenient access to a street

4. Dwelling, Single Family Attached:

Two and seven-tenths (2.7) spaces per unit, provided, however, that only one (1) such space must have convenient access to the street

5. Dwelling, Multiple Family:

One and six-tenths (1.6) spaces per unit

6. Hotel, Motel:

One (1) space per rental unit, plus four (4) spaces per fifty (50) rental units, plus such spaces as are required for eating establishments, assembly rooms and affiliated facilities as determined by the Director

7. Independent Living Facility

One (1) space per four (4) dwelling units, plus one (1) space per one (1) employee or staff member on the major shift, or such greater number as the Board may require

8. Mobile Home:

One and one-half (1.5) spaces per unit

9. Nursing, Convalescent, Assisted Living or Congregate Living Facility:

One (1) space per three (3) residents, plus one (1) additional space for each employee

10. Tourist House, Boarding House, Rooming House:

One (1) space per guest accommodation

11-104 Minimum Required Spaces for Commercial and Related Uses

Minimum off-street parking spaces accessory to the uses hereinafter designated shall be provided as follows:

1. Bowling Alley:

Four (4) spaces per alley, plus one (1) space per employee, plus such additional spaces as may be required herein for affiliated uses such as eating establishments

2. Business Service and Supply Service Establishment:

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One (1) space per 300 square feet of gross floor area

3. Car Wash:

Four (4) spaces per bay/stall plus one (1) space per employee for a self-service establishment, or one (1) space per employee, plus sufficient area for ten (10) stacking spaces per bay/stall for an automated establishment

4. Convenience Center:

One (1) space per 500 square feet of net floor area plus one (1) space per employee, but never to exceed a total number of six (6) spaces

5. Drive-In Financial Institution:

Four (4) spaces per 1000 square feet of gross floor area for customer service, lobby and teller area, plus additional space as required herein for any associated offices. In addition, there shall be eight (8) stacking spaces in front of the first window and two (2) stacking spaces in front of each additional window; except that five (5) stacking spaces may be permitted in front of each of the first two (2) windows, provided that both windows shall always remain open when the drive-in facility is operational

6. Drive-Through Pharmacy:

As required in Par. 20 below, plus five (5) stacking spaces in front of each drive-through window

7. Eating Establishment or Commercial Recreation Restaurant:

One (1) space per four (4) seats plus one (1) space per two (2) employees where seating is at tables,

and/or

One (1) space per two (2) seats plus one (1) space per two (2) employees where seating is at a counter

8. Fast Food Restaurant:

One (1) space per two (2) seats for table and/or counter seating, whether such seating facilities are inside or outside. For fast food restaurant with no seating facilities, one (1) space per sixty (60) square feet of net floor area with a minimum of ten (10) spaces

9. Fast Food Restaurant With Drive-In Facilities:

As required in Par. 8 above, plus eleven (11) stacking spaces for the drive-in window, with a minimum of five (5) such spaces designated for the ordering

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station. Such spaces shall be designed so as not to impede pedestrians or vehicular circulation on the site or on any abutting street

10. Financial Institution:

Four (4) spaces per 1000 square feet of gross floor area for customer service, lobby and teller area; plus additional spaces as required herein for any associated offices

11. Furniture or Carpet Store:

One (1) space per 500 square feet of net floor area, plus one (1) space for each employee

12. Garment Cleaning Establishment:

One (1) space per 200 square feet of gross floor area

13. Home Professional Office:

As determined by the BZA, a sufficient number of spaces to accommodate all employees plus the largest number of persons that may be expected at any one time

14. Office (unless otherwise provided for in this Section):

- A. 50,000 square feet of gross floor area or less: Three and six-tenths (3.6) spaces per 1000 square feet of gross floor area
- B. Greater than 50,000 but less than 125,000 square feet of gross floor area: Three (3.0) spaces per 1000 square feet of gross floor area
- C. 125,000 square feet of gross floor area or more: Two and six-tenths (2.6) spaces per 1000 square feet of gross floor area

For purposes of determining whether Par. A, B or C is applicable, the size of the office building shall be based on the definition of gross floor area as set forth in Article 20 and where more than one (1) office building is located on a lot, such gross floor area shall be based on each individual building and not on the total gross floor area of all buildings on the lot. However, once the applicable paragraph is determined, gross floor area as qualified in Sect. 102 above shall be used to determine the required number of parking spaces.

For purposes of this provision, buildings connected by structures such as atriums, awnings, breezeways, carports, garages, party walls, or plazas shall not be deemed to be one (1) building.

15. Outdoor Sales/Display Area other than Vehicle Sale, Rental and Ancillary Service Establishment:

One (1) space per 500 square feet of open sales/display area plus one (1) space per employee

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16. Personal Service Establishment:

One (1) space per 200 square feet of gross floor area

17. Quick-Service Food Store:

Six and one half (6.5) spaces per 1000 square feet of gross floor area

18. Recreational Facility other than Theatre, Auditorium, Stadium, Bowling Alley or Swimming Pool:

One (1) space per three (3) persons based on the occupancy load plus one (1) space per employee

19. Repair Service Establishment:

One (1) space per 200 square feet of gross floor area

20. Retail Sales Establishment and Retail Sales Establishment-Large, except Furniture or Carpet Store:

One (1) space per 200 square feet of net floor area for the first 1000 square feet, plus six (6) spaces per each additional 1000 square feet

21. Service Station:

Two (2) spaces per service bay, plus one (1) space per employee, but never less than five (5) spaces

22. Service Station/Mini-Mart, Combination Service Station and Quick-Service Food Store:

Two (2) spaces per service bay, plus six and one half (6.5) spaces per 1000 square feet of gross floor area devoted to the retail use

23. Shopping Center:

- A. 100,000 square feet of gross floor area or less: Four and three-tenths (4.3) spaces per 1000 square feet of gross floor area
- B. Greater than 100,000 but equal to or less than 400,000 square feet of gross floor area: Four (4) spaces per 1000 square feet of gross floor area
- C. Greater than 400,000 but less than 1,000,000 square feet of gross floor area: Four and eight tenths (4.8) spaces per 1000 square feet of gross floor area
- D. 1,000,000 square feet of gross floor area or more: Four (4) spaces per 1000 square feet of gross floor area

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For purposes of determining whether Par. A, B, C or D above is applicable, the size of the shopping center shall be based on the definition of gross floor area as set forth in Article 20, and shall be inclusive of any gross floor area devoted to offices, eating establishments and hotels. The gross floor area calculation as qualified in Sect. 102 above shall then be used to determine the required number of parking spaces.

The off-street parking requirement set forth above shall be applicable to all uses in a shopping center, except that the area occupied by offices, eating establishments and hotels shall be parked in accordance with the applicable standards for such uses as set forth in this Section. For shopping centers subject to Par. A, B or C above, the area occupied by theaters shall be parked in accordance with the applicable shopping center requirement, provided that for theaters with more than 2000 seats, an additional three-tenths (0.3) space shall be provided for each seat above 2000 seats. For shopping centers subject to Par. D above, the area occupied by theaters shall be parked in accordance with the applicable shopping center requirement, provided that for theaters with more than 750 seats, an additional six (6) spaces shall be provided for each 100 seats above 750 seats.

In addition, for all shopping centers, stacking spaces as required by this Part shall be provided for those uses which have drive-in facilities.

24. Swimming Pool, Commercial:

One (1) space per four (4) persons lawfully permitted in the pool at one time, plus one (1) space per employee

25. Theatre, Auditorium or Stadium:

Three-tenths (0.3) space per seat or similar vantage accommodation

26. Vehicle Light Service Establishment:

One (1) space per 200 square feet of net floor area, plus two (2) spaces per service bay, plus one (1) space per employee

27. Vehicle Major Service Establishment:

Two (2) spaces per service bay, plus one (1) space per employee

28. Vehicle Sale, Rental and Ancillary Service Establishment:

One (1) space per 500 square feet of enclosed sales/rental floor area, plus one (1) space per 2500 square feet of open sales/rental display lot area, plus two (2) spaces per service bay, plus one (1) space per employee, but never less than five (5) spaces

29. Vehicle Transportation Service Establishment:

Based on the size and maximum number of company vehicles stored on site with a minimum of one (1) space per (1) employee on major shift, plus one (1) space per company vehicle stored on site.

30. Veterinary Hospital, Kennel:

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- A. 5000 square feet of gross floor area or less: Ten (10) spaces
- B. Greater than 5000 square feet of gross floor area: Ten (10) spaces plus additional spaces as determined by the Director, based on a review of each proposal to include such factors as the number of spaces required to accommodate both employees and visitors expected at the site

For the purpose of this requirement, gross floor area shall not include any outdoor exercise/dog run area, which is enclosed by a roof and/or fencing material.

31. Wholesale Trade Establishment:

One (1) space per 1.5 employees, plus one (1) space per company vehicle, but with a minimum of one (1) space per 1000 square feet of gross floor area

11-105 Minimum Required Spaces for Industrial and Related Uses

Minimum off-street parking spaces accessory to the uses hereinafter designated shall be provided as follows:

- 1. Manufacturing establishment or establishment for production, processing, assembly, compounding, preparation, cleaning, servicing, testing, repair or storage of materials, goods or products, and business offices accessory thereto:

One (1) space per one (1) employee on major shift, plus one (1) space per company vehicle and piece of mobile equipment

- 2. Heavy Equipment and Specialized Vehicle Sale, Rental and Service Establishment:

One (1) space per 500 square feet of enclosed sales/rental floor area, plus one (1) space per 2500 square feet of open sales/rental display lot area, plus two (2) spaces per service bay, plus one (1) space per employee, but never less than five (5) spaces

- 3. Mini-Warehousing Establishment:

Three and two-tenths (3.2) spaces per 1000 square feet of gross floor area of office space associated with the use plus one (1) space per employee, and two (2) spaces for a resident manager. The width of travel aisles for vehicular access and loading and unloading shall be subject to the approval of the Director

- 4. Scientific Research and Development Establishment:

One (1) space per 1.5 employees based on the occupancy load, plus one (1) space per company vehicle

- 5. Warehousing, Storage Yard, Lumber and Building Material Yard, Motor Freight Terminal or Junk Yard:

OFF-STREET PARKING AND LOADING, PRIVATE STREETS

One (1) space per 1.5 employees on major shift, plus one (1) space per company vehicle, plus sufficient space to accommodate the largest number of visitors that may be expected at any one time, but with a minimum of one (1) space per 1000 square feet of gross floor area

6. Mixed Waste Reclamation Facilities and Recycling Centers:

One (1) space per one (1) employee on major shift, plus one (1) space per company vehicle

7. Truck Rental Establishment:

One (1) space per 500 square feet of enclosed sales/rental floor area, plus one (1) space per 2500 square feet of open sales/rental display lot area, plus one (1) space per employee, but never less than five (5) spaces. Provided however, when the enclosed office/sales/rental area or employees are shared with another use for which parking has been provided, only the open sales/rental display area shall be separately parked.

11-106 Minimum Required Spaces for Other Uses

Minimum off-street spaces accessory to the uses hereinafter designated shall be provided as follows:

1. Airport, Airpark or Airfield:

One (1) space per employee, plus (1) space for each vehicle used in connection with the facility, plus sufficient space to accommodate the largest number of vehicles that may be expected at any one time

2. Child Care Center or Nursery School:

- A. 0.19 space per child for a center or school which has a maximum daily enrollment of 99 children or less
- B. 0.16 space per child for a center or school which has a maximum daily enrollment of 100 or more children

3. Church, Chapel, Temple, Synagogue or Other Such Place of Worship:

One (1) space per four (4) seats in the principal place of worship; provided that the number of spaces thus required may be reduced by the Director, subject to conditions the Director deems appropriate, by not more than fifty (50) percent if the place of worship is generally located within 500 feet of any public parking lot or any commercial parking lot where sufficient spaces are available by permission of the owner(s) without charge, during the time of services to make up the additional spaces required.

For places of worship with child care centers, nursery schools and/or schools of general or special education, the Director may, subject to conditions the Director

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deems appropriate, reduce the total number of parking spaces required by the strict application of this Part for such child care centers, nursery schools and/or schools of general or special education when the Director has determined that fewer spaces than those required will adequately serve all the uses on-site due to their respective hourly parking accumulation characteristics.

4. College or University:

Based on a review by the Director of each proposal including such factors as the occupancy load of all classroom facilities, auditoriums and stadiums, the availability of mass transportation, and the availability of areas on site that can be used for auxiliary parking in times of peak demand; but in no instance less than one (1) space per faculty and staff member and other full-time employee, plus a sufficient number of spaces to accommodate the anticipated number of students and visitors who will drive to the institution at any one time

5. Cultural Center, Museum or Similar Facility:

One (1) space per 300 square feet of gross floor area

6. Country Club:

One (1) space per four (4) members based on maximum anticipated membership

7. School of Special Education:

Two (2) spaces per each three (3) employees, plus a sufficient number of spaces to accommodate all persons who may be at the establishment at any one time under normal operating conditions

8. Funeral Chapel, Funeral Home:

One (1) space per four (4) seats in the main chapel or parlor, plus one (1) space per two (2) employees, plus one (1) space for each vehicle used in connection with the business

9. Heliport:

One (1) space per employee, plus one (1) space for each vehicle used in connection with the facility, plus sufficient space to accommodate the largest number of visitors that may be expected at any one time

10. Helistop:

A minimum of five (5) spaces for commercial helistops and a minimum of two (2) spaces for non-commercial helistops

11. Hospital:

OFF-STREET PARKING AND LOADING, PRIVATE STREETS

Two and nine-tenths (2.9) spaces per bed licensed by the Commonwealth of Virginia, plus additional or fewer spaces as deemed necessary based on specific analysis for each site

12. Institution providing Intensive Special Medical/Mental Care or Welfare Institution:

One (1) space per two (2) patients, based on the occupancy load, plus one (1) space per employee or staff member on a major shift

13. Library:

Seven (7) spaces per 1000 square feet of gross floor area

14. Parks:

A. Neighborhood Parks:

(1) The Director shall determine the parking for residential neighborhood parks, which parks are designed to serve surrounding residential developments, where access is primarily by foot or bicycle, and which may contain facilities such as tot lots, playgrounds, picnic tables, multi-use courts, tennis courts, gardens, open play areas and trails. The review shall consider factors such as whether access to the park is provided solely from a local street, collector street, minor or principal arterial street; the extent to which pedestrian access is afforded to the park and the reasonableness of the walking distance to the park from the surrounding development; the location of the park in relation to the surrounding development and the density of the surrounding development the park is predominately intended to serve; and the extent of the proposed recreation uses or facilities. However, if tennis courts are provided, a minimum of two (2) spaces per tennis court shall be required.

(2) For urban parks no parking shall be required, provided such parks consist of urban style plazas, miniparks, and greenways, including trails, located within, contiguous to, or immediately across the street from urban, suburban and community business centers as defined in the adopted comprehensive plan, are oriented to pedestrian and/or bicycle use by the resident work force and adjacent residents, and provide open space and pedestrian oriented amenities.

B. Community, District, Countywide and Regional Parks:

As determined by the Director, based on the parking requirements for the most similar type of use or facility set forth herein.

15. Private, Civic, Fraternal Club or Lodge:

One (1) space per three (3) members based on maximum anticipated membership

16. Public Utility Establishment:

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One (1) space per 1.5 employees on the major shift, plus one (1) space per company vehicle

17. School, Elementary or Intermediate, Public or Private School of General Education:

Based on a review by the Director of each proposal including such factors as the occupancy load of all classroom facilities, auditoriums and stadiums, proposed special education programs, and student-teacher ratios, and the availability of areas on site that can be used for auxiliary parking in times of peak demand; but in no instance less than one (1) space per faculty and staff member and other full-time employee, plus four (4) spaces for visitors

18. School, High School, Public or Private School of General Education:

Based on a review by the Director of each proposal including such factors as the occupancy load of all classroom facilities, auditoriums and stadiums, proposed special education programs, and student-teacher ratios, and the availability of areas on site that can be used for auxiliary parking in times of peak demand; but in no instance less than three-tenths (0.3) space per student, based on the maximum number of students attending classes at any one time

19. Swimming Pool, Community:

One (1) space for every seven (7) persons lawfully permitted in the pool at one time, plus one (1) space per employee, subject to a lesser number determined by the Director which is in accordance with that number of members who are within a reasonable walking distance of the pool

20. Tennis Club:

Four (4) spaces per court, plus such additional spaces as may be required herein for affiliated uses such as eating establishments

21. Public Uses not set forth above:

As determined by the Director, based on a review of each proposal to include such factors as the number of spaces required to accommodate employees, public use vehicles anticipated to be on site at any one time, visitor parking and the availability of areas on site that can be used for auxiliary parking in times of peak demand. In no instance, however, shall the number of spaces required for government office use be less than that required herein for general office use

Monthly Reserved Parking Space Lease Agreement

Owner: DC METRO CHURCH, Inc.
1100 North Fayette Street
Alexandria, VA 22314

Tenant:

This contract parking agreement is made and entered into this ____ day of _____, 2014, between DC Metro Church, Inc. (Owner) and _____ (Tenant) to use single parking Space colored in purple (per addendum) under the terms and conditions set forth herein.

1. **TERMS.** This contract is valid month-to-month beginning the day of _____, 2014, until terminated by either party through written notification of seven (7) days. The Owner will grant the tenant use of parking spaces along the south fence; left side facing the building, Monday through Friday during the hours of 6AM – 6 PM. A 20% discount is available for annual contracts.
2. **LICENSE.** Tenant may occupy one (1) space located at 1100 North Fayette Street, Alexandria Virginia, 22314 on the specified days and times for the rental rates stated below for the following express purpose and no other purpose: Parking is for normal passenger vehicles, including vans, light weight pick-up trucks, and heavy-duty work trucks, unless specified otherwise. Any vehicles parked illegally in non-designated spaces for any reason, including 'broken down' status, will be subject to daily fines of \$25 per vehicle. Repeated violations may result in towing at the expense of the tenant upon notice by the owner.
3. **REGISTRATION.** The owner shall provide the tenant parking tags for the tenants vehicles to be displayed on the dash of tenant's vehicles. Non display subjects any such vehicle to be towed at the expense of the tenant.
4. **PAYMENT.** No deposit will be required. **The rental fees are as follows: \$100/month.** Payment for rental must be received by the Owner in full on a monthly basis on the first (1) of each month, or before the duration of the rental, otherwise a 5% penalty will be incurred. Payment more than 15 days late will result in a 10% penalty. Payments more than 30 days late will result in towing of the tenant's vehicle at their expense with no notice from the Owner.
5. **LIABILITY.** The Owner assumes no responsibility for any damage to person or property arising out of this rental. Articles left in vehicles are at the vehicle owner's risk. Tenant understands and expressly agrees that the Owner is not responsible for loss or damage to any vehicle or its contents by fire, vandalism, theft or any other cause, nor for loss, damage or injury by or to other customers or any other individual personal injury of any nature. Tenant expressly acknowledges that the Owner shall have no duty to provide security, and expressly does not assume any obligation to provide for the security of the parking area or to protect individuals using the parking area, or vehicles or property in the parking area, from criminal activities. Tenant also agrees that all damages, including damages resulting to Owner's fencing surrounding the parking perimeter,

associated with use of parking spaces, light posts throughout Owner's lot will be the responsibility of the tenant.

6. TERMINATION. An event of default shall be deemed to occur should any of the following events occur:

- a. Failure of Tenant to timely pay rental fee, the Owner may terminate this Agreement.
- b. If Tenant, or his/her guests or agents, damages any personal property in the parking area, in addition to any liability Tenant may have for any claims, losses or costs arising out of such damage, the Owner may terminate this Agreement.
- c. Repeated failure of Tenant, or of his/her guests or agents, to obey the rules of the Owner concerning matters of security, safety, or preservation of the Owner's facilities, during the term of the Agreement; or
- d. Failure of the Tenant to comply with any other term or condition of this Agreement.

7. CONDITIONS.

- a. The Owner reserves the right without remuneration to post temporary restrictions to parking for purposes of facility cleaning and maintenance.
- b. This rental cannot be sublet, assigned or transferred.
- c. The parties agree that Owner shall have the right, without further notice to Tenant to have towed any vehicle that is parked in the parking spaces colored yellow that is not a registered vehicle of the Tenant.
- d. If the Owner is required to file suit to collect any amount owed it under this Agreement, Owner shall be entitled to collect reasonable attorney's fees for its prosecution of the suit.
- e. Any notice under this Agreement shall be given by in writing through certified mail, overnight mail, or by personal delivery, and shall be effective upon receipt. Notice shall be sent to the address for the receiving party as designated herein:

For Tenant: _____ as listed on page one of this Agreement.

For Owner: DC Metro Church Inc. as listed on page one of this Agreement.

This agreement is fully executed upon receipt of signature from both parties.

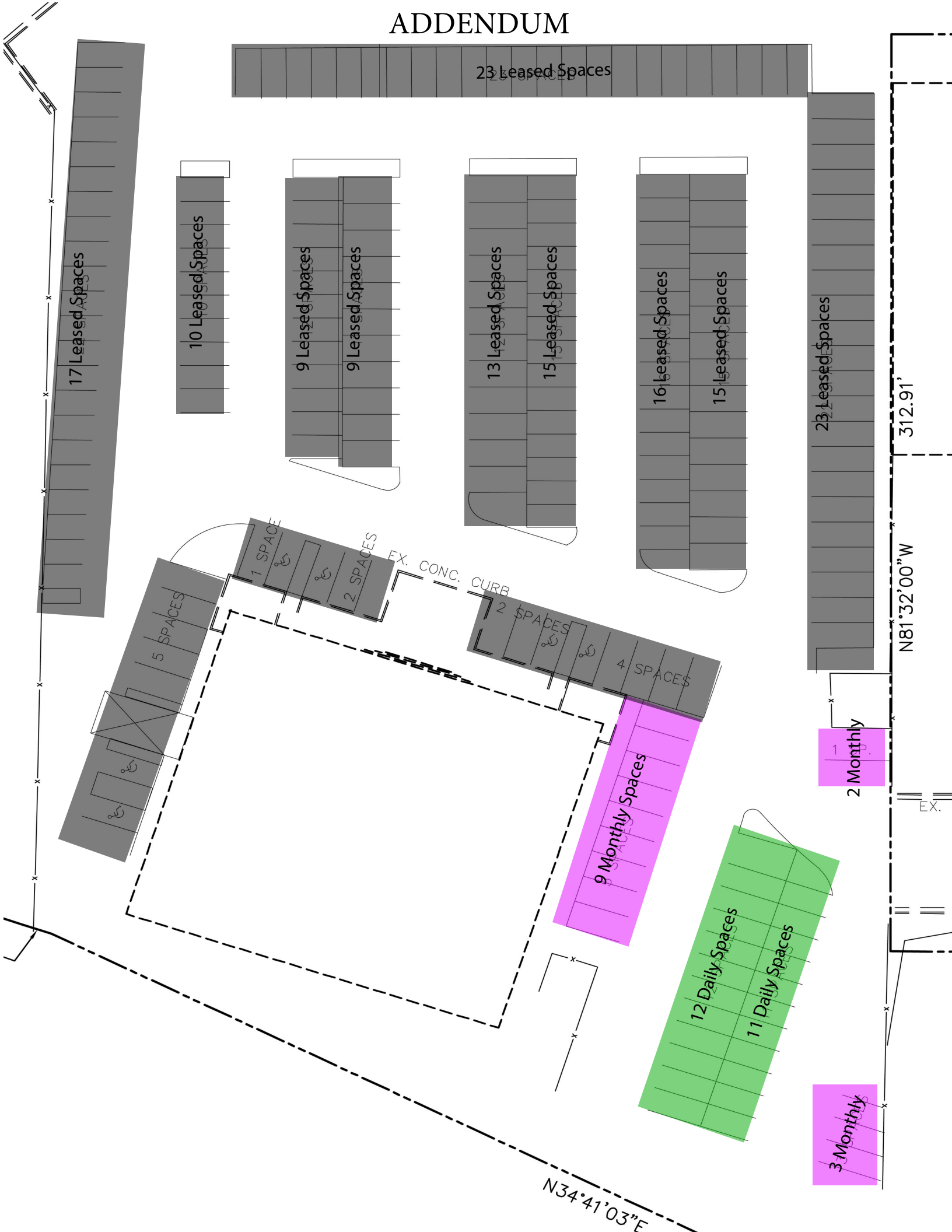
Owner

Date

Tenant

Date

ADDENDUM



SHARED PARKING AGREEMENT

THIS SHARED PARKING AGREEMENT (the "**Agreement**") is made and entered as of the _____ day of _____, 2014, by GORDON MACDOWELL, (hereinafter referred to as "Owner").

WITNESSETH:

A. Owner is the owner of certain real property located in the Town of Leesburg, Loudoun County, Virginia, identified by Parcel Identification Number 231-28-9886 known as 201 Royal Street, Leesburg, Virginia.

B. Owner is also the owner of certain real property located in the Town of Leesburg, Loudoun County, Virginia, identified by Parcel Identification Number 231-28-9476 known as 204 South Street, SE, Leesburg, Virginia, and Parcel Identification Number 231-29-0382 (hereinafter referred to as "203 Royal Street"). Together, 204 South Street, SE and 203 Royal Street are referred to hereafter as "the Property".

C. All of the above referenced parcels are adjoining and are bounded by Harrison Street, SE; South Street, SE and Royal Street, SE and are all within the Town of Leesburg.

D. All of the Owner's property may be referred to collectively herein as the "**Joint Development Property**".

E. The Joint Development Property is subject to a pending application before the Town of Leesburg to rezone 204 South Street (PIN: 231-28-9476) and 203 Royal Street (PIN: 231-29-0382), which application has been assigned the number TLZM 2013-0005 (the "**Application**").

F. The Application includes a Rezoning Concept Plan and such plan, as may finally be approved in connection with the Application shall hereinafter be referred to as the "**Concept Plan**".

G. The Owner has been advised by representatives of the Town of Leesburg, Virginia (the "**Town**"), that the parking spaces on 201 Royal Street Property cannot be used to satisfy the on-site parking requirements for 204 South Street and 203 Royal Street unless the Owners of both properties enter into a Shared Parking Agreement.

H. Section 11.4.2 of the Zoning Ordinance of the Town (the "**Zoning Ordinance**") permits parties to enter into an agreement for the shared, joint use of parking in order to satisfy the requirements of the Zoning Ordinance.

I. The Owner is entering into this Agreement for the purpose of satisfying the requirements of the Zoning Ordinance with respect to ensuring that the Joint Development Property satisfies the minimum requirements of the Zoning Ordinance with respect to parking.

J. This Agreement shall become binding on the Owner, his heirs, successors and assigns, only upon the approval by the Town of Leesburg of the Application.

AGREEMENT:

NOW, THEREFORE, for and in consideration of the foregoing recitals, which are expressly incorporated herein by this reference, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Owner, intending to be legally bound, hereby agrees that 204 South Street and 203 Royal Street shall have the right to utilize seven (7) parking spaces (the "**Parking Spaces**"), jointly with the 201 Royal Street Property upon the following terms and conditions:

1. This Agreement shall not be effective until such time as Application TLZM 2013-0005 is approved to rezone the parcels identified as 204 South Street and 203 Royal Street to B-1 Zoning District to permit office and outside dining, as more generally shown and depicted on the Concept Plan.
2. In the event the Section 11.3 of the Town Zoning Ordinance is hereafter modified so that the 204 South Street and Parcel A-2 no longer need the number of Parking Spaces required as of the date of this Agreement, then the number of Parking Spaces shared jointly shall be reduced by a number equal to the additional number of parking spaces which are then available.
3. The Parking Spaces shall be located on the Concept Plan on the 201 Royal Street Property.
4. In the event Owner requires the Parking Spaces in connection with any site plan or other application it is pursuing, then the cost of designing, installing and maintaining such Parking Spaces shall be the responsibility of Owner or his heirs, successors and assigns.
5. The parking spaces existing at the time of this Agreement shall be maintained by the Owner or his heirs, successors and assigns.
6. The term of this Agreement shall be perpetual.

This Agreement will inure to the benefit of the Owner hereto, his heirs, successors and assigns. The obligations hereto may not be assigned without the written consent of Owner and the Town of Leesburg, such consent not to be unreasonably withheld, conditioned or delayed.

If any provision of this Agreement, or the application thereof to any person or circumstance, shall to any extent be invalid or unenforceable, the remainder of the provisions hereof, or the application thereof to other persons or circumstances, shall not be affected thereby, and each provision hereof shall be valid and enforceable to the fullest extent permitted by law.

Whenever the context may require, any pronouns used herein shall include the corresponding masculine, feminine or neuter forms, and the singular form of nouns and pronouns shall include the plural and vice versa. As used herein, all references to days shall mean calendar days and not business days.

This Agreement and any amendment may be executed in multiple counterparts, each of which shall be deemed an original and all of which together shall constitute one agreement. In addition, this Agreement may be executed through the use of counterpart signature pages. The signature of any party on any counterpart agreement or counterpart signature page shall be deemed to be a signature to, and may be appended to, one document.

In any litigation involving this Agreement, the substantially prevailing party shall be entitled to recovery of the costs of such litigation, including without limitation, reasonable attorney's fees.

All notices, demands and requests under this Agreement shall be in writing and shall be deemed to have been given if (i) served personally, (ii) sent by overnight delivery service, or (iii) sent by United States Certified Mail, return receipt requested, postage prepaid, addressed to the addresses set forth below or such other addresses as either party may designate by notice to the other:

OWNER: Gordon MacDowell
 c/o MacDowell Custom Kitchens
 201 Royal Street, SE
 Leesburg, VA 20175

The address to which notice shall be sent may be changed by delivering a notice to such effect in accordance with the provisions of this Agreement.

This Agreement represents the complete understanding at the time of its execution and supersedes all prior negotiations, representations or agreements, either written or oral, as to the matters described herein. Only a written instrument signed by both the Owner and the Town of Leesburg may amend this Agreement. No requirement, obligation, remedy or provision of this Agreement will be deemed to have been waived, unless so waived expressly in writing and any such waiver of any such provision will not be considered a waiver of any right to enforce such provision thereafter.

WITNESS, the following signatures and seals.

_____(SEAL)
Name: Gordon MacDowell

COMMONWEALTH OF VIRGINIA,
COUNTY OF _____, to-wit:

I, the undersigned Notary Public, in and for the jurisdiction aforesaid, do hereby certify that Gordon MacDowell, whose name is signed to the foregoing Agreement, appeared before me and personally acknowledged the same in my jurisdiction aforesaid.

GIVEN under my hand and seal this _____ day of _____, 2014.

Notary Public

My commission expires: _____
Registration Number: _____